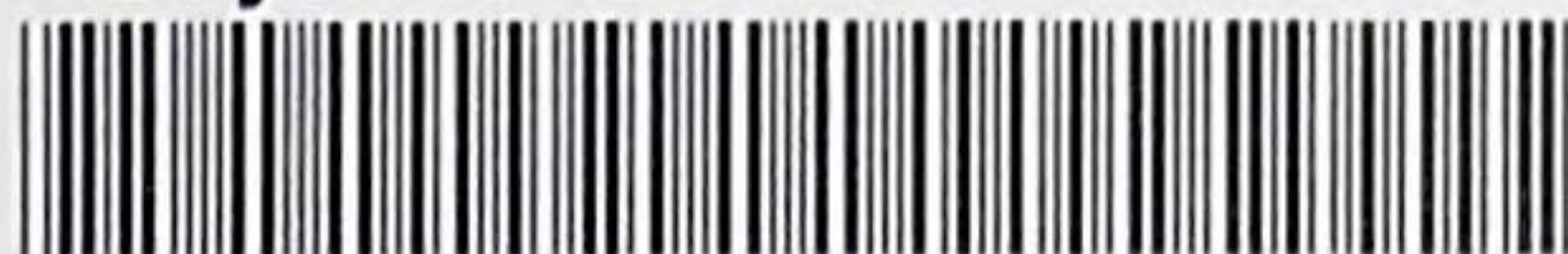


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THE ENGLISH

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IN

SOUTH AMERICA.

"Omne Solum Forti Patria."

BY

MICHAEL G. MULHALL.

Buenos Ayres:

"STANDARD" OFFICE, 160 CALLE SAN MARTIN.

LONDON: ED. STANFORD, CHARING CROSS.

[1878]

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THE ENGLISH

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"Globe and the South American"

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MICHAEL G. MURPHY

London: 1893

"STANDARD" OFFICE, 100 CALLE SAN MARTIN

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SOUTH AMERICA.

	Population.	Square Miles.	Revenue.	Trade.	Railways.	Telegraphs.	Public Debt.
			£	£	MILES.	MILES.	£
Brasil	9,858,000	5,053,240	11,200,000	41,500,000	1,250	5,800	72,000,000
Argentine Republic	2,150,000	1,290,000	2,750,000	17,400,000	1,360	6,500	18,500,000
Chile	2,070,000	131,000	2,900,000	13,000,000	980	2,500	11,100,000
Peru.....	3,200,000	503,000	11,800,000	11,500,000	1,200	2,500	43,000,000
Venezuela	1,565,000	368,000	1,300,000	2,200,000	7	...	27,000,000
Ecuador	1,300,000	219,000	770,000	1,000,000	76	...	3,500,000
Columbia.....	3,000,000	432,400	430,000	4,000,000	100	200	10,000,000
Bolivia.....	1,743,000	773,300	600,000	2,600,000	...	300	3,200,000
Uruguay	420,000	73,600	1,300,000	6,500,000	190	1,400	8,500,000
Paraguay.....	180,000	83,000	70,000	200,000	40	...	3,000,000

British, French, and Dutch Guiana are not included in the scope of the present work, being insignificant colonies,

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CAP. I.

INTRODUCTION

South America, although so little known to people in Europe, contains much to interest the lover of science, the historian, or the traveller. Its vast extent and sparse population are perhaps the reason why this continent is comparatively ignored, but the next century will probably see hundreds of scientific men following in the steps of Humboldt and Bompland; while the incomplete records of the Incas and the pre-historical remains of the Guarani and Quichua races will afford unexhausted fields of research for the Prescotts and Markhams of a coming generation.

Meantime the brilliant achievements of numerous

Englishmen in this part of the world are falling into oblivion, and call for some friendly hand to collect the fragments of legendary and traditional lore connected with their exploits. In the course of the following work it will be seen how much South America is indebted to Englishmen, in arms, arts and commerce; and how Britain has reason to take pride in many of her sons whose names have all but passed away without the recognition due to great talents and distinguished services.

The theatre of action which I have to place before my readers is twice the size of Europe, and all its natural features are on the grandest scale. The forests of Brazil and the Gran Chaco are as vast as the empire of the Cæsars, while the Argentine Pampas cover as great an area as the kingdoms over-run by the armies of Napoleon. The Amazon and its tributaries are navigable by steamboat for 22,000 miles, and the Paraná (as measured by Mr. Revy) pours out a volume of water equal to all the rivers of Europe in the aggregate. The number and elevation of the volcanoes in the Cordillera surpass those in any other continent, Cotopaxi and Arequipa being twice the height of Mount Etna; while the Andine chain, though not the highest, is the greatest range of mountains in the world, extending 5,000 miles from the Isthmus of Panamá to Cape Horn.

The time comprehended in the present work is divided into 3 periods:—

1st. From the Spanish conquest to the war of Independence; in which the principal English actors were maritime explorers, buccaneers, and mercantile adventurers.

2nd. The war of Independence from 1810 to 1826; in which our countrymen performed feats of valor worthy to rank with those of Greek or Roman history.

3rd. Since the Independence; a period of commercial and industrial development, in which Englishmen have played the foremost part.

It has been said with much truth that the memoirs of many of the English officers who fought under Bolivar contain more of romance than a dozen novels of the modern time.

There is, moreover, in every page of the following work the unquestionable proofs of the indomitable energy of our race, the love of freedom which inspired our countrymen to throw in their destinies with the emancipation of South America, and the vigorous impulse that this continent has received in later years from the commerce, the enterprise, and the genius of Englishmen.

It is not my purpose in the present disjointed record to write an apotheosis of my countrymen, nor to exaggerate their services and overlook their short-comings. Many of the names which occur in the following pages are of men who neither possessed great talents nor earned any personal claim to dis-

inction, but who have nevertheless been connected with some great enterprise or work of progress which will perpetuate their memory. In this respect I have, doubtless, brought too many figures on the stage; but it is easier to recognize the excess than to draw the limit.

Whatever defects this work may have it cannot but possess one great merit inseparable from the subject, in commemorating the deeds of so many gallant Englishmen, who were—

“First in the race that led to Glory’s goal”

CAP. II.

NAVIGATORS OF THE 16th CENTURY.

The first Englishmen who set foot in South America were Sebastian Cabot and George Barlow. The former has often been claimed for a Venetian, but was born at Bristol in 1472, and spent most of his life in the British service. Being invited by the King of Spain in 1518 to accept the post of Pilot Mayor, vacant since the death of Solis, he removed the same year to Spain, but it was not until 1525 (thirty-three years after the discovery of America) that he sailed up the river discovered by Solis, to which he gave the name of Rio de La Plata, because the Indians on the

banks wore silver ornaments.* Cabot was then in his 54th year, and his conduct proves him to have been a man of rare courage, energy and prudence. The first fort he built was at San Salvador, near the mouth of the Uruguay, and having constructed a caravel of light draught he proceeded up the Paraná as far as the place still called "Cabot's corner," where he established Fort Holy Ghost, at the mouth of the Carcaraña. Leaving Captain Hurtado in command of this fort he fearlessly advanced 500 miles up to the Tres Bocas, where the Paraguay river joins the Paraná. The navigation of the former appearing easier, he sailed up to a distance of 100 miles from Tres Bocas. He found the Paraguayans to be an industrious, agricultural people, but at the same time indomitable and warlike, as they have ever since proved. They attacked him so resolutely that he was compelled to retire, after losing 28 men; he returned to Fort Holy Ghost, and so far conciliated the neighboring Timbu Indians, that they embraced an agricultural life and lived for some time in harmony with the Spaniards. Seeing the smallness of his force and the importance of establishing a colony in this country Cabot despatched his trusty officer George Barlow and a Spaniard nam-

* It is generally supposed that the silver came from the mines near Potosi, in Bolivia, which were known in the time of the Incas.

ed Calderon with letters and samples of silver to King Ferdinand, urging him to send an expedition to his support. Barlow and Calderon were presented to the King at Toledo on Oct. 15th 1527, when His Majesty made numerous enquiries about Cabot, taking special interest in the silver ornaments, which promised abundant treasures from the newly-discovered territories. The Spanish finances, however, were not sufficiently flourishing to enable the crown to respond to Cabot's request; so the King begged the merchants of Seville to take the matter in hand. The merchants, who had already sunk 10,000 \$ in Cabot's expedition, turned an unwilling ear to the proposal. Meantime Cabot, after two years spent at Fort Holy Ghost, proceeded to visit Fort Salvador. After his departure the Cacique of the Timbus, named Mangora, surprised and destroyed the colony, on account of an unrequited passion for Captain Hurtado's wife, whom he barbarously caused to be buried alive, her husband being shot to death with arrows.

While Cabot was anxiously waiting succour from Spain the Charrua Indians made a descent on Fort Salvador and destroyed it, which obliged him to return to Spain, in 1531. The fruits of his daring exploration were to fall to subsequent Spanish adventurers, whose lives offer an unfavorable contrast with the moderation and integrity of Cabot. Finding no encouragement at the Spanish Court he

returned, in 1531, to his native country, and was welcomed by Edward VI., who conferred on him a life pension of 250 marks, in recognition of his discovery of Newfoundland and Labrador under the reign of Henry VII. and subsequent services in opening up a trade with Russia. He seems to have died in London, at an advanced age. *)

The Paul of Plymouth, 250 tons, commanded by William Hawkins, was the first English vessel seen in South America: she began to trade with Brazil in 1530, and took home a Brazilian king to present to Henry VIII., who did not a little marvel at his appearance. Martin Cockeram of Plymouth, was left as hostage in Brazil; the king remained 12 months in England, and died on the return voyage. Nevertheless his subjects released Cockeram, being convinced of the honest dealing of the English towards the deceased prince. The Paul made a second voyage in 1532. Certain merchants in Southampton, including Robert Reniger and Thomas Borey, made voyages to Brazil in 1540, and two years later we find an Englishman named Pudsey trading with Bahia and erecting a fort there. Another Englishman, John Whithall, settled some years later at Santos, where he married, and in 1581 he imported a cargo of English merchandise

* See Memoirs of Cabot, London 1831; also Nicholl's life of Cabot, London 1859.

per the Minion of London, sending back sugar in exchange. This John Whithall in a letter to Mr. Richard Staper, June 26th 1578 mentions that he is engaged to marry the only daughter of D. Joffo Dore, an Italian settled at Santos, who gives the bride a dowry of 2.000 ducats, and makes Whithall manager of a sugar factory with 70 slaves.

In 1572 we read of the famous Admiral Drake making an expedition to Central America, in which his most trusty followers were John Oxenham and Thomas Sherwell, with whom he crossed the Isthmus of Panamá, returning to England the following year. John Drake, brother of the Admiral, was killed in this expedition. It appears that several Englishmen were at this time adventuring in the Pacific. One John Chilton sailed from Panama to Peru in 1572, and we find Thomas Blake an English resident at Mexico so early as 1536. A navigator named Henry Hawks has left an account of his travels in South America and the Solomon Islands in 1572.

John Oxenham of Plymouth, above-mentioned, set out again in 1575, this time as commander of a vessel of 120 tons, carrying 70 men. He landed nearly in the same place as before, hid his vessel with the branches of trees, crossed the Isthmus, captured some Spanish vessels, plundered the Pearl Islands, and returned towards Panama. but falling into the hands of the Spaniards he and all his men were executed for pirates.

Admiral Drake being commissioned by Queen Elizabeth in 1577 to sail round the globe got ready at Plymouth a squadron of 5 vessels; the Queen presenting him a sword with these words:—"He which striketh at thee striketh at us." The flotilla sailed Nov. 15th, counting only 164 men, in the following vessels:—

Drake's flag-ship Pelican, 100 tons.

Elizabeth, commanded by John Winter, 80 do.

Marigold, captain John Thomas, 30 do.

Swan, captain John Chester, 50 do.

Christophe, 15 do. captain Thos. Moone.

Having captured a Portuguese vessel off Brazil, Drake gave her in command to Mr. Thos. Doughty, a gallant gentleman and officer, with whom he subsequently quarrelled. The River Plate was reached on April 14th 1578, and Drake proceeded to Patagonia, where he found Indians 7 and a half feet high. These seemed at first friendly, and danced and took grog with the sailors, but afterwards killed the master-gunner Oliver. This was during the stay at Port San Julian, and here also occurred the tragic end of Captain Doughty. It seems he was accused of wishing to oblige the Admiral to return to England, or an attempt at mutiny. Being condemned by court-martial he was given the option to be shot, sent home to England for trial, or marooned; that is left on the coast with a week's provisions. He preferred to be shot, although all his comrades tried to



prevail on him otherwise. The historian tells us that he and the Admiral dined together the day of his execution, and even drank each other's health. After shooting Doughty the Admiral proceeded southwards, reaching Cape Virgin on Aug. 2nd. Here he changed the name of his flag-ship from the Pelican to the Golden Hind. In the sack of Valparaiso we are told the sailors took all the sacred vessels out of the church (Dec. 1578), and reported only 9 Spanish families living in the town. He next sacked Arica and Callao, returning to Plymouth, Sept. 26th 1580, when Queen Elizabeth came aboard his ship and knighted him. A chair made of the planks of the Golden Hind was afterwards presented to the University of Oxford, as a memento of the first vessel that circumnavigated the globe.

Respecting Drake's other vessels it would seem the Swan and Christopher were broken up or abandoned during the voyage. The Marigold parted company near Magellan's Straits and was never more heard of. The Elizabeth returned through the Straits, apparently having deserted, or possibly the result of accident, and reached England 15 months before Drake. Finally a boat containing 8 men of the flag-ship was lost near Cape Virgin, and driven by stress of weather all the way to San Julian, where the men sustained themselves on salted penguins. At last they contrived to reach the River Plate, and ascending the Uruguay were all killed by Indians, except

Peter Carden, who escaped to an island (perhaps Martin Garcia) where he was afterwards found by the Spaniards, and sent home to England in 1580.*

Edward Fenton, in command of an expedition in 1582, visited Santos, where Whithall presented him and Luke Ward, the Vice Admiral, to the Governor who dined with Fenton aboard his vessel. But the recent exploits of Drake had produced so unfavorable an impression that sinister rumors prevailed and the Spanish squadron (Brazil having recently been annexed to Spain) attacked Fenton's two vessels with such determination that the battle continued by moonlight, till one of the Spaniards was sunk. The Spanish historian adds that Fenton might have sunk another of the enemy's ships, but did not because there were several women aboard. Fenton then proceeded to the River Plate and landed at Martin Garcia, but made no attempt against Buenos Ayres, then governed by Juan de Garay, who had founded it two years before. Besides Fenton's and Ward's vessels there was a smaller one commanded by John Drake,† who was driven ashore along with his men on the coast of Patagonia. They were all made prisoners and sent to Peru.

The Earl of Cumberland and Sir Walter Raleigh

* See Drake's memoirs, London 1653.

† Not Ad. Drake's brother, of the same name.

fitted out a expeditionjoint e in 1586, under the command of Robert Withrington, to ravage the Spanish possessions in South America. Near the mouth of the La Plata Withrington overtook a vessel commanded by Abraham Cooke, one of the men left behind by the Minion, who was now carrying negro slaves from Bahia to Santa Fé, to be sent overland to Peru, where they fetched 80 pound sterling each. Withrington, acting on Cooke's information, went back to sack Bahia, but the Jesuit superior called out a large number of Indian archers, who effectually saved the city, although the English remained six weeks burning the factories in the vicinity.

When this expedition left England it comprised 4 vessels, viz. the flag ship Clifford, 260 tons and 130 men; a barque of 130 tons and 70 men commanded by Christopher Lister; a small pinnace called the Roe, and Raleigh's ship Dorothy. It seems to have been unsuccessful, as Withrington returned to England the following year.

Thomas Cavendish or Candish, a gentleman who had spent his patrimony in court pleasures, resolved to repair his fortunes by robbing the Spanish settlements, and equipped three vessels; the Desire 120 tons, master Thomas Fuller; the Content 60 tons, and the Hugh Gallant 40 tons; with which he sailed July 21st 1586 from Plymouth and reached the River Plate in November.

The annals of Buenos Ayres mention that when

this famous privateer appeared off the town the inhabitants sent their families inland and prepared for defence. The population must have been small, as it only counted 60 souls when founded by Garay 7 years previous. As Cavendish, however, thought better not to attack the place he proceeded to Patagonia and there discovered a harbour which he called Port Desire, 17th Dec. 1586. At Port Famine he found the remains of Sarmiento's colony, 12 men and 3 women, survivors of 400 Spaniards; but he cruelly refused them any assistance.* He had already had hostilities with the Patagonians of Port Desire, whose arms consisted of bows and arrows. Somewhere on this coast a boat of his was sent ashore to procure fresh water, and 6 men were captured by the Indians and sent to Santiago, where they were hanged for pirates. Cavendish went through the Straits, sacked and burned Arica, Pisco, Payta, Puna, and Guatulco, and then crossing the Pacific touched at Java on his return to England, where he arrived Sept. 9th 1588. A bay in Magellan's Straits is still called after the *Hugh Gallant*, which vessel he sunk at Puna, being no longer seaworthy. On his return to England he reported his achievements to the Queen in these words: "I burned

* Southey incorrectly says he rescued them, but Burney in his history of the Buccaneers says he refused them aid, and adds that the Spaniards hanged some of his men in Chile on account of this fact.

19 vessels, and sacked and burned every place that I visited."

Cavendish made a second expedition three years later, but this was not destined to be so successful as the last. He called his flag-ship the Leicester Galleon, and gave the command of his own old vessel, the Desire, to Capt. John Davis, afterwards famous as a discoverer. There were two smaller craft, the Roebuck, commanded by one Cocke: and a barque by Robert Tharlton, this last being equipped by a wealthy citizen named Adrian Gilbert. The flotilla mustered 400 men and, sailing from Plymouth, Aug. 25th, 1591, surprised and sacked the town of Santos, while the people were at Mass, a week before Christmas. After this Gilbert's vessel returned to England, and the others proceeded southward to rest for an interval at Port Desire. Here Cavendish changed his flag to the Desire, but some difficulty that arose with Davis soon obliged him to return to the Leicester Galleon. Dissensions and disaster marked the rest of the voyage. Davis separated from him near the straits of Magellan, and the Roebuck also deserted soon after. A second descent on the Brazilian settlements was so unfortunate that Anthony Knyvet * was taken prisoner and several men were killed. Cavendish sickened and died of

* Knyvet's adventures, afterwards published in London, caused much attention.

a broken heart on the voyage home, leaving a most affectionate letter to his sister, Anne Cavendish, to whom he bequeaths all his property except "the Desire," which he leaves to his old friend Sir George Cary.

Davis discovered the Falkland Islands August 12th 1592, and after seal fishing for two years on the Patagonian coast, where he saw as many as a thousand Indians, some of them 16 spans high, he explored the Santa Cruz river 20 miles, and then sailed homeward.

At Port Desire he had salted 14,000 penguins for the voyage, but they rotted in the heat of the tropics: the men suffered not only from hunger and thirst, but also from want of sleep, worms two inches long coming out of the penguins and biting the weary and exhausted mariners. Out of 76 men Davis had only 15 surviving when the Roebuck entered Berehaven (Co. Cork) on June 11th 1593. The narratives of the survivors made a great impression in England, especially what the men suffered from cold in Patagonia, where they pulled off their toes along with their boots, and in some cases the men's noses fell off in like manner.

Andrew Merrick's voyage was about this time. Five vessels sailed from Plymouth on August 5th 1589, viz:

Wildman, 200 tons, 180 men, Capt. Chidley.

White Lion, 340 do., 140 do.. Paul Wheele.



Delight, 91 tons, Capt. Merrick, and two small craft of 15 tons each. It was a most disastrous venture, Merrick's being the only vessel, which reached South America, and having lost 16 men near Port Desire he proceeded to Magellan's Straits, which he entered on New Year's day 1590. Here he was reduced to subsist on penguins. A boat with 15 men was lost, besides which 7 others of his little party were killed by Indians. * At Port Famine he picked up a Spaniard, the last survivor of 400 colonists left there by Sarmiento 6 years before; this man gave a fearful account of the sufferings undergone by the colony. Merrick died on the passage home, and so did the Spaniard: only 6 men reached England of this ill-fated expedition, in September 1590.

Sir Richard Hawkins sailed from Plymouth June 12th 1593 with 3 vessels: flag-ship *Dainty*, 350 tons; the *Fanny* commanded by Rob. Tharltton, 60 tons, and a pinnace called the *Hawk*. He mentions in his memoirs that he distilled fresh water out of sea water for the use of his men and reached Santos in Oct. Here he burned the *Hawk*, and then steered for the River Plate, but Tharltton deserted him, as he had previously deserted Cavendish; leaving Hawkins to

* Much controversy prevails among the writers of this time about the size of the Patagonian Indians. The Dutch navigator Schouten asseverates that he found graves near Port Desire from which he took out skeletons 11 feet in length; the skulls being so large as to fit on his men's heads like helmets.

proceed alone in the *Dainty*. Some land discovered near Magellan's Straits was called Maidenland, doubtless in compliment to Queen Elizabeth. Hawkins proceeded to the West Coast and burned much Spanish shipping at Valparaiso, Coquimbo and Arica. Falling in with a superior force of the enemy he lost 44 men out of his little band of 120, and was forced to surrender, in June 1594. The Spaniards were much astonished at his practice of shooting arrows from muskets. They seem to have treated him well and sent him home to England two years later.

Lancaster's expedition was one of the most remarkable and successful of the 16th century. In 1594 certain citizens and aldermen of London fitted out 3 vessels and gave the command to James Lancaster, an Englishman who had served as a Portuguese soldier; the expedition was planned to capture Pernambuco. The 3 vessels represented an aggregate of 470 tons, the smallest being only 60. Off Cape Blanco he was joined by Barker, who had just captured 24 Spanish merchantmen; 5 of these were fitted up and manned to aid in the expedition. Soon afterwards Lancaster was joined by Capt. Venner, another privateer, in command of 3 vessels, to whom he engaged to give one-fourth of whatever booty. They arrived off Pernambuco on the night of March 29th 1595; next day, being Good Friday, Lancaster attacked the forts, which were defended by 600 Portuguese soldiers with 7 brass guns. Only one

Englishman was wounded, the garrison escaping to the woods. The Portuguese merchants offered to treat, but Lancaster said he would hang any bearer of proposals. During 20 days he obliged the Portuguese to convey the booty aboard his vessels, which were 11 in number and mounted 40 pieces of cannon. The Portuguese made several attempts to burn the squadron. Barker, the vice-admiral, proceeded with 300 men to chastise the enemy, but was drawn into an ambushade where he and 34 others were slain, including 2 captains and a lieutenant. Next day Lancaster weighed anchor, and his 11 vessels safely reached England laden with rich booty.

British adventurers by sea and land were numerous at this period. Lozano in his History mentions a revolution in Paraguay in 1555 which was headed by an Englishman named Nicholas Colman. The Viceroy Yrala had sent an expedition from Asuncion which founded the new province of Guayrá and town of Ontiveros on the Upper Paraná, but Capt. Vergara being recalled the settlers declared their independence. Hereupon Yrala sent his son-in-law Segura, with 50 Spanish soldiers to reduce the rebels, but Colman attacked them in the middle of the river and sunk one of Segura's boats. Ultimately the Viceroy succeeded in restoring his authority; but Colman made a second revolution in 1570, when Capt. Riquelme was Governor of Guayrá. It seems

the country about the falls of Guayrá abounds in beautiful crystallizations of agate and amethyst of various colors, which the colonists fancied to be of prodigious value. Forty armed men surrounded the Governor's house and demanded of him either to accompany them to Spain that they might shew their treasures to the King, or provide them with boats and a pilot to reach the nearest port of Brazil that traded with Spain. The Governor refused, and the mutineers putting all their "precious" stones into canoes and naming Colman for their leader floated down the Paraná, until their boats were capsized by some rapids, probably the falls of Apipé, in Misiones. The Viceroy, on hearing of the revolt, sent troops to bring back the fugitives, and the latter were treated with unusual clemency. Lozano describes Colman as a daring, turbulent buccaneer, who had lost his right hand in some of his previous exploits. During 15 years he seems to have played an important part in Guayrá; his subsequent fate is unknown.

In 1599 a Dutch flotilla visited the coasts of Patagonia and passed through the Straits of Magellan. One of the vessels had for pilot the famous Englishman William Adams, who afterwards became First Lord of Admiralty in Japan, and died there in 1621, never having been permitted to return to England.



CAP. III.

RALEIGH'S EL DORADO.

English historians are divided as to whether Raleigh ever really believed in the existence of the golden country supposed to lie between the Orinoco and the Amazon, but the doubt seems unfair to his memory. It cannot be supposed that he equipped 4 expeditions in search of El Dorado, with the knowledge or conviction that it was only a fable.

The first mention of this land of gold and precious stones was made by Orellana, the discoverer of the Amazon, who floated down that river from the Andes to its mouth in 1531.* Three years later the

* A detailed account of this voyage is given by Southey in his *History of Brazil*.

Emperor Charles V. gave a patent to George Von Speyer, with the title of Adelantado and full power to seize the natives as slaves, for the work of developing the Golden country. The Adelantado marched southwards with 400 men, most of whom gradually perished of hunger in the dreadful hardships which beset their course. Nothing, however, could daunt Von Speyer; he pushed his way through numberless tribes of hostile Indians, across rivers, forests and pestilential swamps, in quest of the region of gold and pearls. At last he had to retrace his steps, at one time assaulted by the Indians, at another reduced to starvation; to such a degree that four of his men entering a deserted village ate an infant that had been left behind by its mother. The return journey occupied a whole year, Von Speyer arriving at Coro in Feb. 1539, with only 90 survivors, and dying there in the following year.

The next expedition was by Philip Von Hutten, who set out from Coro in June 1541, with 150 resolute and well-armed followers. After two years wanderings in search of Macatoa, the capital of the Omeguas, he reached that city, but his little band having dwindled to 40 men, he was obliged to retrace his steps in view of the hostile attitude of the Omeguas. He reached the coast with a few followers, who had been forced to live on reptiles and paste-balls made of red ants. He described Macatoa as a city so vast that he could not see the end of it,

and the people possessing abundance of gold and silver. The streets were straight, the buildings magnificent, and in the centre was a superb edifice, the residence of the Prince, who was named Cuarica; the palace served also as a temple, where the statues of the gods were of solid gold. Von Hutten was murdered soon after by a Spanish officer named Carbajal, who was hanged for the crime, at Coro.

Several expeditions * started from various points during 50 years after Von Hutten's death, in search of Macatoa and the Omeguas, but in vain, although we know from modern discoveries that Von Hutten must have reached the country of Guayana, where many of the streams are auriferous.

One party of Spaniards under Pizarro from Quito, another under Quesada from Bogota, a third under Berrio, kept alive the feverish anxiety to discover El Dorado. This name was at first applied, not to the country, but to the King, Cuarica, who dwelt in palaces with pillars of solid gold, and whose attire was in keeping with the glitter of his dominions; he wore instead of clothes a coating of balsamic gum, with a sprinkling of gold dust blown upon his person through a hollow tube twice a day, which gave His Majesty the look of a Golden King. Every night he washed off the gilding, and was re-gilt next morning.

* See Life in Venezuela, by D. Ramon Paez, New York. 1869.

It was plain that gold must abound in such a country; some placed it between Guayana and the river Parime, others at the foot of the Andes.

Nor were the stories of prodigious mineral wealth a fable. We know from Von Tschudi that in 25 years previous to Raleigh's first expedition the treasure sent home to Spain from Peru exceeded 80 millions sterling. Historians also tell us that 11,000 llama loads of gold, the amount of Atahualpa's ransom, were thrown into Lake Titicaca or Lake Illimani by the carriers when they heard that the Spaniards had treacherously murdered the last of the Incas. Such was the abundance of precious metal that the Temple of the Sun at Cuzco was hung with plates of gold, and all the sacred vessels were of the same material. There were 200 palaces of the Incas between Cuzco and Quito, all equally rich in precious metals; the same may be said of the 25 convents of Virgins of the Sun, some of which buildings held as many as 1,000 vestal virgins. Zarate assures us that Huayna Capac, on the birth of his first-born, caused a gold chain to be made as thick as a man's arm and 900 feet long.

No wonder that Raleigh should be dazzled with tales like these, founded on fact as many of them were. The first of his expeditions was chiefly at his own expense, a portion of the cost being borne by the Lord High-Admiral and Sir Robert Cecil. It was under Raleigh's personal command, comprising 5

vessels, and left Plymouth on 9th February 1595: there were 100 soldiers, besides mariners, officers and a few gentlemen volunteers. Proceeding to Trinidad Raleigh there seized and carried off Antonio Berrio, the Governor, who was getting up a rival expedition. The latter furnished Raleigh with the declaration of a soldier named Martinez who had been some years a prisoner at Manoa, the golden capital of El Dorado, and was afterwards reconducted, blind-fold, to the banks of the Orinoco. Reaching the mouth of this river Raleigh put 100 of his people into boats to ascend the stream. Exposed to a burning sun, and without any protection from the tropical rains, the adventurers suffered fearful hardships. At the end of a month they had not ascended quite 200 miles, when the rapid and terrific rise of the waters forced the expedition to descend the river, Raleigh having first exacted from the cacique of the country an oath of allegiance to Queen Elizabeth. On his arrival in England he lost no time to equip a second expedition.

Capt. Keymis sailed from England about the close of 1595 or beginning of 1596. He believed quite as firmly as Raleigh in the Golden Country, and the popular belief was strengthened by the details related by the son of the Cacique of Orinoco, whom Raleigh had brought home to be educated in England. Keymis's mission was not only to discover El Dorado but to induce King Cuarica to become an ally of Eng-

land and allow the establishment of a British trading colony. The failure of Keymis did not yet deter the credulous and indefatigable Raleigh, who equipped a third expedition in 1597 under command of Thomas Masham. Suffice it to say that Masham's expedition proved as unsuccessful as that of Keymis; and yet the public faith in the existence of El Dorado was hardly shaken.*

In 1608 we find Sir Robert Harcourt, who had arrived in Guiana, sending some of his followers to look for the city of Manoa and the Golden King. †

Another attempt was made by Raleigh while a prisoner in the Tower, to send Captain Keymis to pursue his discoveries. Raleigh had incurred the hatred of James I. by proposing in the Council, on Queen Elizabeth's death, to establish a Republic in England, sooner than see the country over-run with "hungry Scotch adventurers." After 8 years of captivity he made an agreement with the Cabinet, in 1611, to this effect.

"If Keymis shall bring to England half-a-ton of

* The scientific world long believed that Raleigh first discovered the potatoe in one of these expeditions and brought it to Europe; but Humboldt shews it was first found by Domberg and Ruiz about 55 miles from Lima, and sent to Cadiz, from which latter place it was conveyed to Ireland. there being then an active trade between Spain and the Irish ports.

† These men reported Manoa inaccessible, owing to cataracts three times as high as London Bridge.

gold ore equal to my sample I am to have my liberty, but if he fail to do so my estate shall pay the cost of the expedition."

This agreement, however, was not carried out, Raleigh being still kept a prisoner at the Tower; but after an interval of 6 years he prevailed on the King and his Ministers to confide to him a formidable flotilla for the discovery or annexation of El Dorado.

Notwithstanding the opposition of the Spanish Ambassador Raleigh was enabled to assemble a fleet of 13 vessels armed with cannon. His flag-ship, the *Destiny*, was visited by all the foreign Ambassadors before his departure, and the public mind was engrossed by the expedition. It was November when the fleet reached Guiana, and Raleigh was so unwell that he could not himself ascend the Orinoco, but appointed Keymis with 250 soldiers to march into the interior. Landing at the town of St. Thomas, after a month spent in ascending the Orinoco, the English attacked the place, and in the fight the Spanish Governor was killed, as also Raleigh's eldest son.

Keymis and his men were 20 days looking for the promised gold-mine, but without success, whereupon his followers grew discontented and he committed suicide. Thus ended the last of Raleigh's expeditions, and on his return to England in July 1618

he was again thrown into prison, and brought to the block on Oct. 29th 1618.*

The death of Raleigh did not put a stop to the search for El Dorado. Some 15 years later De Laet says—"Men begin now to doubt whether it really exists," and Acuña in 1640 hopes that "God may one day enable mankind to arrive at the truth about it." In 1740 Dr. Hortsman, a Dutch surgeon, made a most arduous journey in search of El Dorado, as far as Rio Negro, a tributary of the Amazon. Even so late as 1766 and 1777 two expeditions were sent by D. Manuel Centurion, Governor of Spanish Guiana, on the same bootless search as had beguiled Speyer and Von Hutten two centuries before. The second expedition perished all but one man, named Antonio Santos, who lived to tell the sad fate of his comrades. Since then El Dorado has been regarded as an 'ignis fatuus'; the legends of the Golden King, the city of Manoa with its glittering walls, the lofty temples and palaces with statues of gold, proved the baseless fabric of a dream.

* See life of Raleigh by W. Oldys, London 1806; by Mrs. Thomson. London 1830; and by Frazer Tytler, Edinburgh 1833.

CAP. IV.

*EXPEDITIONS OF THE 17th
CENTURY.*

At the commencement of this century Capt. Charles Lee took possession of Essequibo and claimed all the country between the Amazon and the Caribbean Sea for the King of England; he is buried in the village of Wiapoc upon the bay of the same name.

A few years later James I. gave letters patent to Robert Harcourt, Sir Thomas Challoner and John Rowenson to colonize the country annexed by Lee. This expedition sailed from England in 1608; one of Harcourt's vessels was a shallop of 9 tons, another a pinnace of 36, the largest being only 80 tons. Besides some colonists intended for Guiana were two natives of that country who had been some years in England, probably brought captives by Lee. It was Harcourt's intention to explore the whole valley of the Amazon, but the difficulties were too great, as he explained in the account which he published of his voyage, on his return in 1613.

In 1626 an expedition commanded by James Purcel, an Irishman, established itself in the island of Tucujos, mouth of the Amazon. The Governor of Maranham sent a force under Texeira to destroy the little colony, and after a gallant resistance Purcel capitulated, being allowed to remove with all his followers and effects aboard a vessel bound for Portugal.*

A second attempt was made 4 years later, when Capt. Thomas, who had served in the Low Countries, landed with 200 men on the same island and threw up fortifications. The Governor of Pará, Raymundo Noronha, captured the fort, put Thomas to death, and razed the works to the ground.

Roger Frere built Fort Cuman near the mouth of the Amazon, expecting to be shortly reinforced from England. But before any reinforcements arrived Governor Coelho sent his son to destroy the little settlement. Frere was slain and the fort levelled, just a few days before a ship arrived from London with 500 colonists. Four of these people fell into the hands of the Portuguese and stated that other vessels were being equipped at Flushing for the conquest of Pará and the Amazon.

English merchants at this time were making peaceful settlements at various points along the Brazilian coast. Southey mentions John Daranton or

* Southey's history of Brazil.

Dorington, an English Catholic, who removed to Bahia about 1650, with his wife, 4 children and a fortune of 10,000 crowns, having a narrow escape from pirates, who sunk his vessel off the coast.

Richard Fleckno, who published his travels in 1655, visited Brazil seven years previous, by special permission of the King of Portugal, who presented him moreover with 200 crowns for travelling expenses. After a voyage of 3 months he landed at Rio Janeyro and was hospitably lodged by the Jesuits; he had two negro slaves to carry him in a palanquin, and in a letter to the Countess Berlamont he describes the magnificent scenery of the interior.*

The idea of establishing an English colony in Patagonia was entertained by Charles II., soon after the Restoration, and in 1669 his brother the Duke of York, Lord High Admiral, despatched Sir John Narbrough on this task, as also to open a friendly trade with Chile. Accordingly in May 1669 the Sweepstakes, 300 tons, 36 guns, and 80 men, sailed with a supply of provisions for 14 months and an assortment of knives, scissors, pipes and glass-beads; accompanied by the Bachelor of 70 tons, 4 guns, and 20 men, commanded by Humphrey Fleming, with 12 months provisions. Among the junior officers on board was Cloudesley Shovel, afterwards so re-

* Appnedix C.

nowned in naval annals, then only 20 years of age. In March 1670 Narbrough reached Port Desire, where he found guanacoes, ostriches and hares. None of the Indians were as tall as Lieut. Wood, of the flag-ship. Narbrough hoisted the British flag and took possession of the country, in the name of Charles II., firing a salute of 3 guns. He considered the land suitable for agriculture, being "like Newmarket Heath," as far inland as 8 miles, the limit of his surveys. In the following month he proceeded to San Julian, his men subsisting on salted penguins and seals. Some human remains were found on the Island of Justice, supposed to be those of some of Drake's party. During Narbrough's stay at San Julian, of 5 winter months, he made an exploration 25 miles into the interior. Returning in September to Port Desire he found the Indians had pulled up many of his vegetables but not eaten them, and the remainder of the cabbages had run to seed.

Here he collected 100,000 penguins' eggs, which were found to keep good 4 months. Entering the Straits he trafficked with neighbouring Patagonians and was surprised to find they would not drink grog: pipes, knives and glass-beads were in great request. He arrived at Valdivia in December 1670, having already sent ashore his secretary, Don Carlos Clerk, to explore the country. Nothing could exceed the kindness of the Spanish authorities, who entertained Narbrough and his officers at dinner; but a few days

later they seized a boat and detained Lieut. Armiger, Mr. J. Fortescue (a gentleman of fortune), as also a trumpeter and a seaman. Narbrough failed to make any decided effort for their release, contenting himself with some notes to the Governor. Then weighing anchor for England he abandoned them to their fate. Some years later we find Mr. Armiger still at Valdivia, and we know that Don Carlos Clerk was hanged ten years later at Lima. The reason for such hostility on the part of the Spaniards seems to have been that at this very time the English free-booter Morgan was sacking cities on the Spanish Main. Narbrough's chart of Magellan's Straits was the only result of this expedition. He touched at Port Desire in February and reached England in June 1671. No effort was made during the succeeding 14 years of Charles's reign to establish a colony on the site recommended by Narbrough, or to rescue the 4 Englishmen captured at Valdivia. Two accounts of this voyage were published in London in 1673, one by John Templement, the other by Don Carlos Clerk; this latter gentleman unfortunately embarked afterwards with the Buccaneers, and in 1681 met the unhappy fate above mentioned. *

In the reign of William and Mary a commission was given to Capt. John Strong to open trade relations with the people of Chile, and apparently to

* Narbrough's voyages. London 1711.

see also if England could make a settlement in Patagonia, or surprise the important Spanish port of Valdivia. His ship, the *Welfare*, 270 tons and 90 men, having taken in a large quantity of clothing, arms and ironwork, he sailed from the Downs on Oct. 12th 1689 for Port Desire, but was driven by stress of weather to the Falkland Islands, which he reached in January 1690. Here he found foxes twice as big as in England, and proceeding on his voyage he entered the Straits of Magellan. This difficult passage occupied 3 months. Emerging upon the Pacific ocean he overhauled several coast navigators to enquire of them about sundry valuable galleons supposed to be wrecked in those waters. The expedition proved in every respect a failure. The Governor of Valdivia refused to hold friendly intercourse, and Strong had the mortification to learn that Lieut. Armiger had been recently put to death, after a residence of 16 years at Valdivia, which city he helped the Spaniards to fortify. Strong visited the island of Juan Fernandez, and found it inhabited by 4 Englishmen * and 5 negro servants left there 3 years before by Davis the buccaneer; there being at this time a flock of 300 tame goats, and some gardens full of vegetables and fruit-trees. Being unwilling to leave the coast without another effort Strong proceeded to Concepcion, where the

* Davis had left 5 Englishmen, but the 5th was killed, falling down a precipice.



Governor seized a boat's crew of 11 men, including 3 of those taken from Juan Fernandez. Strong seems to have made no effort for their rescue, but imitated his predecessor Narbrough, and returned to England, where he arrived in June 1691, after an inglorious voyage of 20 months.*

A spirit of mercantile adventure sprang up about the close of the 17th century, in Scotland, with the formation of the Scotch South American Colonial Co., capital 500,000 sterling, to establish settlements in this continent. The prime movers were a Presbyterian clergyman named Patterson and Wafer, the buccaneer. This was about 4 years after the return of Strong from Chile. Some time elapsed in the necessary preparations, and frequent delays intervened, till at last, in July 1698, the fleet sailed from Edinburg, amid the acclamations and good wishes of thousands of spectators. It consisted of 5 vessels, carrying 1200 men; Caledonia 50 guns, St. Andrew 40, Unicorn 40, and two tenders. These vessels safely reached the Isthmus of Darien in October, and entered into friendly treaty with the Cacique Andreas, who had been an ally of the buccaneers in the time of Coxon. A district was marked out and designated Caledonia, within which a fortified town was soon erected and called New Edinburg.

* Navigators in this age believed in mer-men and mer-maids. Quijalva asseverates that in the Pacific he saw a man who raised his head out of the water three or four times to look at the ship.

The settlers had begun to plant tobacco on a large scale, when William III., at the request of the Spanish Ambassador, directed the British naval commanders to treat them as vagrant adventurers. Soon afterwards a Spanish squadron blockaded the place. The colonists held out for a time, but unfortunately took to drinking, and in one of these carouses their ally Andreas was killed. A capitulation was agreed on, and the colonists removed to Jamaica. Thus terminated an enterprise begun with such brilliant anticipations. The Scotch shareholders, however, had sufficient influence when the Act of Union was under debate in 1706, to oblige the British Government (temp. Queen Anne) to pay 400,000 pounds sterl. indemnity for King William's conduct towards the colony.

Almost contemporaneous with the Scotch colony was a scientific expedition under the eminent astronomer Dr. Halley, who was directed to ascertain the laws determining variation of the magnetic needle in the Southern Hemisphere. For this purpose he was made an Hon. Post Captain, and given command of H. M. S. Paramour. He sailed from Deptford in Oct. 1698, but had not crossed the Line before the officers shewed a mutinous spirit, obliging him to return to England. He made a second voyage in 1700, but as he did not visit the shores of South America his adventures cannot come under our observation.

CAP. V.

THE BUCCANEERS.

Although the Buccaneers* were simply pirates on a grand scale they played an important part in the 17th century, and one of them was afterwards knighted for his achievements. The atrocities committed by them caused an intense hatred of Englishmen among the inhabitants of South America.

In 1668 the notorious Henry Morgan took Porto Bello, and after the garrison had surrendered he blew them up, to the number of several hundred men. Those who were taken prisoners were put to torture, to discover hidden treasures. He next took Maracaybo and sacked the town, locking up the citizens in the church till many died of hunger, and exacting a ransom of 50,000*l.* sterling from the survivors. Morgan's success caused such numbers of free-booters to flock to his standard that in December 1670 he found himself in command of 37 vessels and 2,000 men. He agreed to divide the future profits of his expedition in this manner—

- 1 per cent. for his own share.
- 19 per cent. among his 37 captains,
- 80 per cent. among the men.

* They derived this name from subsisting like hunters on Boucan or smoked meat.

Capt. Brodely was sent to take the fortress of Chagres, which he did with a loss of 170 men. The Spanish garrison, numbering 314 men, refused quarter, and were all put to the sword. Morgan pushed on to Panamá (January 1671), and assaulted the place with great fury. The Spaniards drove wild cattle against him, but without success. He took the place, and in two days killed over 600 Spaniards, then setting fire to the city, which counted about 7,000 houses and was 4 weeks burning. He returned to England in February 1671 with 600 prisoners, and was knighted by Charles II.

A second expedition was fitted out in 1680, comprising 7 vessels and 331 men, under the adventurers John Coxon, Peter Harris, Richard Sawkins, Bartle Sharp, Cook, Alleston and Macket. The largest ship was that of Harris, carrying 25 guns. Having landed on the Isthmus of Panamá, 5th April 1680, they took the town of Santa Maria, and found booty to the value of 20 lbs. in gold (say 1200*l.* sterling). John Coxon being appointed General the buccaneers crossed the Isthmus, seized some Spanish shipping, and entered the bay of Panamá a fortnight after the sack of Santa Maria. Harris, one of the bravest of the band, was killed in an unsuccessful attempt to take Panamá. After this Sawkins, a man of great valor, was chosen the new commander. Evil fortune still attended the buccaneers: Sawkins took some vessels, but was killed in an

assault on the town. Thereupon the survivors, only 146 in number, elected Sharp for their leader, who proceeded down the Pacific Coast and sacked Serena, taking 500 lbs. weight of silver (Dec. 1680). Shortly afterwards fresh dissensions occurred and Sharp was deposed, to make room for Watling as commander. The first step of the new Admiral was to enforce the observance of Sunday, throwing the dice overboard when he found the men gambling on the Lord's Day.* He was, however, killed in an attack on Arica, and succeeded by Sharp, who sacked the port of Huasco. This was followed by the secession of William Dampier and others, who returned to Panamá and the West Indies. Sharp doubled Cape Horn in Oct. 1681 and touching at Patagonia took aboard an Indian, whom he christened Orson. Here the adventurers divided their booty; the share to each man was 328 silver dollars. On the homeward voyage Sharp called at the West Indies, and one of his men was hanged for a pirate at Jamaica. When the adventurers reached England they were tried for piracy at the request of the Spanish Ambassador, but acquitted. The English and French Governments were openly said to connive with the buccaneers, to harass the Spanish colonial settlements.*

* Some of these buccaneers appear to have been Roman Catholics, as we read of Capt. Daniel shooting one of his crew for disrespectful behaviour at Mass; although most of these adventurers were specially fond of sacking churches for their rich ornaments.

* Burney's history of the Buccaneers, London 1803.

In the following year (1682) we find Sir Henry Morgan succeeded Earl Carlisle as Governor of Jamaica; but instead of encouraging his former associates he hanged several of them. A third expedition was equipped in Aug. 1683, under Capt. John Cook, whose officers were Dampier, Davis, Wafer and Cowley, the whole force comprising 70 men and 18 guns, aboard the *Revenge*, of Chesapeake. Cook afterwards changed the name of his vessel to the *Batchelor's Delight*, and sailed southward to the Falkland Islands; then doubled Cape Horn and proceeded to Juan Fernandez, where he was joined by the barque *Nicholas* of London, Capt. John Eaton. On this island they found a colored man named William, who had been left by Sharp 3 years before, subsisting in the interval on goats. The two vessels proceeded to Galapagos and took in a quantity of turtles, some weighing up to 200 lbs. The commander, Cook, died in 1684, and was succeeded by Davis, one of the most successful navigators that ever sailed as a buccaneer. He took Payta, but found the inhabitants had set fire to the town. Going northward he captured 4 slavers at Guayaquil, and was rejoiced to meet at Panama (March 1685) another daring adventurer named Towneley with 2 vessels and 180 men.

Several adventurers joining under his command Davis found himself in May 1685 at the head of a squadron of 10 vessels and 960 men, with which

force he resolved to do battle with the King of Spain's fleet for the mastery of the Pacific. His own vessel, the Batchelor's Delight, carried 36 guns and 156 men; the next in importance being the Cygnet, Capt. Swan, 16 guns and 140 men. The Spanish fleet consisted of 14 vessels manned by 2,500 men. Notwithstanding the great superiority of the latter they seemed to avoid a combat, and after a week spent in sight of each other the rival fleets separated. A famous rover named William Knight, with a vessel carrying 51 men, now joined Davis, and the buccaneers proceeded to sack the cities of Central America. They demanded a ransom of 300,000\$ for the rich and ancient city of Leon, so remarkable for its noble churches; the citizens failing to comply the city was reduced to ashes. Davis steering southward sacked Coquimbo, and such was the amount of booty on this cruise that when the vessels reached Juan Fernandez, and made the distribution each able seaman received over 1,000 pounds sterling.

Dissensions sprung up in 1685, among the freebooters, several of whom were Frenchmen under a leader named Grognet, and these complained that the English made it a practise when sacking any place to rush into the churches, fire shots at the sacred emblems, cut the pictures with their swords, and commit like excesses. Accordingly a separation took place. In 1687 Davis plundered Arica,

but his friend Townely was killed in the assault. At the same time Grognet captured Guayaquil and made the Governor prisoner, taking much booty; although Davis was not present the Frenchman generously gave him 350 shares of the booty, to divide among his men (Appendix D.).

Towards the close of 1687 Davis again visited Juan Fernandez, and there landed 5 of his followers who expressed their unwillingness to return to England, as also 5 negro-servants to attend them, and to help in the work of husbandry and the care of goats upon the island.

In the records of this cruise it is mentioned that a species of dropsy carried off several men until a cure was discovered, by burying the patient in hot sand up to his chin.

After 4 years of a buccaneer's life Davis now sailed for England, where he arrived in 1688 and accepted the King's pardon, living afterwards the quiet life of a country gentleman. He was a man of decided talent, energy and daring, and his career contrasts very favorably with his contemporaries in the same lawless mode of life.

Davis may be regarded as the last of the buccaneers, the British and French Governments declaring the profession thenceforward unlawful. Nevertheless a sanguinary and reckless race of pirates succeeded, for over 30 years, and a whole crew of 52 were hung on one occasion, so late as 1722.

VI.

*PRIVATEERS OF THE 18th
CENTURY.*

Dampier's expeditions are the first that claim our notice. He had already served with the buccaneers, and earned the reputation of a skilful navigator. In April 1699 he visited Bahia and was kindly treated by the Governor, Don Juan of Lancaster, who claimed to be of English descent. Subsequently, in September 1703 Dampier went on a cruise to intercept the Spanish galleons returning from the River Plate, which were supposed to convey booty worth 600,000*l.* sterling, or to sack the seaports of Peru. Accordingly he sailed from Kinsale with two vessels carrying 9 months provisions, viz—

St. George, 26 guns, 120 men, flag-ship,

Cinque Ports, Capt. Chas. Pickering, 16 guns, and 63 men.

The vessels proceeded to Juan Fernandez, arriving there in Feb, 1704, Capt. Pickering having died on the voyage.

Dampier gave the command of the *Cinque Ports* to Lieut. Stradling and cruised along the coasts of Chile and Peru, capturing several Spanish vessels, as far as Panamá. Having taken much booty he sailed for the East Indies, where he was taken by the Dutch on his homeward voyage. Stradling proceeded to Juan Fernandez and there put ashore one of the sailors named Alexander Selkirk; after this he cruised for some time along the coast of Chile, until taken prisoner by the Spaniards, who kept him many years in captivity.

The Bristol expedition of 1708 was got up by some merchants of that city, who equipped two vessels. viz—

Duke, 320 tons, 30 guns, 183 men,

Duchess, 260 tons, 26 guns, 151 men,

The first was commanded by Capt. Woodes Rogers; the second by Capt. Stephen Courtney; the pilot of the expedition was William Dampier, who had returned to England a few years before and was reduced to great poverty. It was arranged that two-thirds of whatever booty was to go to the owners of the vessels, and each captain was to have 10 ordinary seamen's shares. The vessels sailed from Cork on Sept. 1st 1708, touched at the Falklands on Christmas Day, and at Juan Fernandez found Alexander Selkirk, who presented a wild appearance, dressed in goatskins, and told his remarkable story, the groundwork on which Defoe has formed his adven-

tures of Robinson Crusoe, (published in London in 1719). He said he was 33 years of age, a native of Largo, Fifeshire, Scotland, and had been 4 years and 4 months alone on the island. He had tamed a number of goats, and raised turnips, cabbage and other vegetables. Capt. Rogers took him as second mate aboard the Duke. Shortly afterwards in the seizure of some Spanish vessels Roger's brother was killed. In the same cruise (April 1709) he took Guayaquil and Puna, sacking both places. He did not return to England till Oct. 1711, when he published regular charts of the coasts of Chile and Peru. Dampier, one of the most deserving of English navigators, died after this voyage in the utmost poverty.

Mr. John Welbe, who had served under Dampier, sent a proposal to the Admiralty, offering to discover the Terra Australis; the application drew forth no answer.

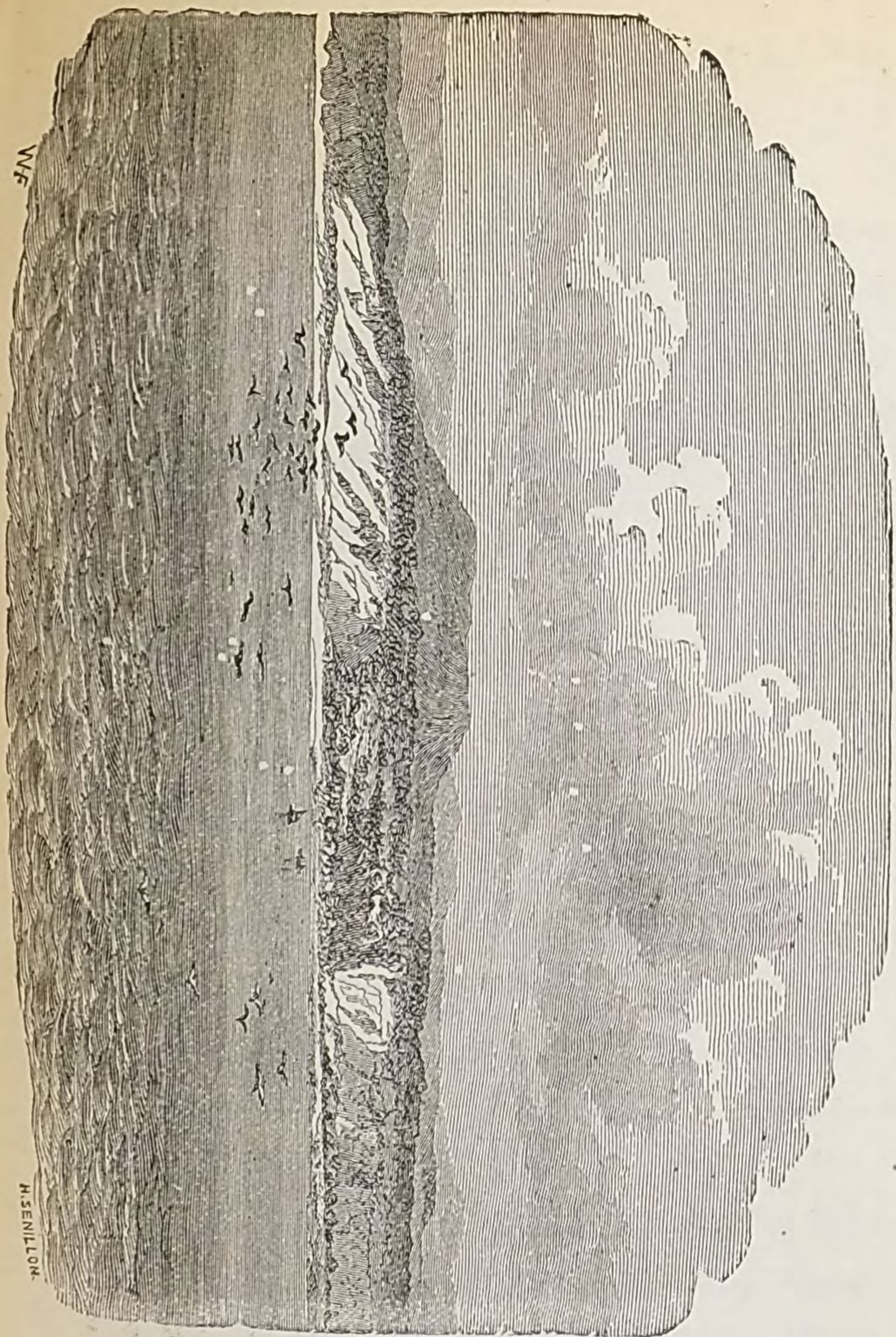
In 1714 Capt. Thomas Braum and a number of private adventurers, with the connivance of the British Government, got up an expedition in London to seize the island of Santa Catalina or the Province of Rio Grande do Sul; the treaty of Utrecht prevented the attempt.

Hostilities being soon renewed the merchants of London, in 1718, fitted out two vessels to plunder the Spanish ports in the Pacific, namely—

Speedwell, 36 guns, 180 men, Capt. Geo. Shelvocke
Success, 24 guns, 106 men, Capt. Clipperton.

The last-named commander had served under Dampier. The vessels sailed from Plymouth in February, and lost sight of each other near the Cape Verds. The *Speedwell* touched at Santa Catalina, and doubled Cape Horn in October. On reaching Juan Fernandez, the appointed rendezvous, Captain Shelvocke found the *Success* had been 3 months before him. His first exploit on the coast was to sack and burn Payta, and proceeding again to Juan Fernandez he had the misfortune, in May 1719, to lose his vessel there. After 5 months of labor he succeeded in getting ready a schooner of 20 tons, and left the island on Oct. 5th. Before reaching the Peruvian coast he overhauled a Spanish merchantman near Iquique, which he captured, and then transferred his men to her. Having again sacked Payta he shortly afterwards fell in with Clipperton after a separation of 23 months. Shelvocke continued his depredations on Spanish commerce for another year; while Clipperton proceeded home to England.

During the passage through the Straits (1719) Clipperton lost many men from cold. His vessel, the *Success*, was laden with plunder, and among his prisoners was Marquis Villa Roche, from whom he demanded a high ransom, besides taking his wife's jewels. His homeward voyage was by the Chinese seas, and when the booty was divided in London by the owners the captain's share amounted to 1,260*l.* sterling, and that of each seaman to 84*l.* sterling.



W.F.

H. SENILLON.

Clipperton went to see his family in Ireland, and died two days after his arrival home, May 21st 1720.

Capt. Shelvocke paid another visit to Juan Fernandez in 1720, when he left there 11 Englishmen and 13 Indians with a good supply of goats and vegetables. Two years later he returned to England by way of China, arriving home in July 1722; his share of booty was 2,260*l.* sterling, and each of his men got 380*l.* sterling. He was, however, arrested on some charge, and contrived to escape from the King's Bench prison before the day of trial.

In 1765 Capt. Macnamara with two vessels called the Lord Clive and Ambuscade, together mounting 104 guns, attempted to take Colonia (in front of B. Ayres) from the Spaniards. Having shelled the place for four hours, he expected every moment to see a white flag hoisted, when, by some mishap, the Lord Clive took fire, and 262 persons perished, including Macnamara. The Spaniards fired on the poor fellows in the water, only 78 escaping to land; one of these, a good swimmer, was carrying Macnamara on his back, but the latter perceiving the sailor to grow weak handed him his sword and, letting go his hold, sunk. The survivors were sent prisoners to Cordoba, where they introduced some handicrafts, and a better style of agriculture. Most of the English names still extant in the Argentine provinces, such as Sarsfield, Carrol, Todd &c. are probably derived

from these captives. An account in verse of Mac-Namara's expedition has been written by Penrose, one of the officers aboard the *Ambuscade*. Mac Namara's sword was found last year, encrusted with shells, by a Colonia fisherman, who presented it to Major Munro, H.B.M. Consul at Montevideo.

Among the descendants of the survivors of this expedition may be cited Dr. Velez Sarsfield, for many years Prime Minister at Buenos Ayres, and esteemed the ablest lawyer in South America, born at Cordoba about 30 years after the event just related; Governor Todd of Catamarca, was son or grandson of an Englishman. Governor O'Mill was likewise of English extraction; and many other cases might be quoted.

CAP. VII.

ANSON & VERNON EXPEDITIONS

Lord Anson's expedition in 1740 will long be remembered as one of the worst devised and most unfortunate in modern times. War had been declared against Spain, the year before, and the British Government being without funds to enlist mariners conceived the cruel stratagem of obliging the Chelsea invalids to embark as volunteers under Lord Anson, the penalty being the forfeiture of all support or pension from the country. Of 259 Chelsea pensioners, who embarked in July 1740 upon this cruise, not one lived to return. The fleet counted 8 ships, manned by 1980 men, viz:—

Centurion, 60 guns, Adm. Lord Geo. Anson

Gloucester, 50 guns, Capt. Richard Norris

Severn, 50 guns, Capt. Hon. Edward Legg

Pearl, 40 guns, Capt. Mathew Mitchell

Wager, 28 guns, Capt. Dandy Kidd

Tryal, 8 guns, Capt. Hon. John Murray,

and two store-ships. They sailed from Portsmouth Sept. 18th, and touched at Madeira, in November. Sickness had already begun. During a brief stay at Santa Catarina 28 men were buried, besides 96 on the sick-list, Capt. Kidd being among those who died. The fleet called at San Julian, in Patagonia (Feb. 1741), but could get no fresh water, which increased their sufferings, the men being put on half-allowance. Anson observed that the tide at San Julian rose 24 feet every day. The vessels encountered fearful weather in doubling Cape Horn, and the men were so bad with scurvy that they had not strength to pull the ropes: some old veterans saw their wounds, that had been healed over 40 years, break out afresh. The Centurion buried at sea 43 men in the month of April, and at last succeeded in reaching the rendezvous of Juan Fernandez, 10th June.

"This delightful island," says Lord Anson, "appeared to us like a garden of Paradise." Nothing could equal the joy of the weary and exhausted sailors at seeing cataracts leap from precipices of a hundred feet, and the sides of hills clad with the richest vegetation. The men crawled up on deck to obtain a sight of the welcome land. The Centurion had buried 200 of her men, and had still 130 on the sick-list: of these latter 12 died while being carried ashore. The Tryal arrived a few days later, having lost 34 of her crew. The Severn and Pearl were unable to double Cape Horn, and returned to Eng

land. The Gloucester on arrival at Juan Fernandez reported having thrown overboard more than two-thirds of her complement. The Wager was lost on some rocks near the western entrance of Magellan's Straits. One of the store-ships luckily survived disaster, and removed all fear of famine by her appearance, in August, at Juan Fernandez. The remaining crews of the Centurion and other vessels were recruited by their stay on the island, where they found goats which had their ears slit, probably of those tamed by Alex. Selkirk.

Lord Anson left the island in Sept., and capturing a vessel called El Carmen with 80,000 *l.* sterling of booty he made a descent on Payta, which place Lieut. Brett and 58 men of the Centurion surprised while the garrison was asleep. It took them two days to embark the bullion, worth 32,000 *l.* sterling, and as the inhabitants refused to pay ransom their town and shipping were committed to the flames. About this time the Tryal was broken up, being declared unseaworthy. In the following year [1742] Anson cruised between Mexico and the Ladrone islands, to prey on the Spanish galleons. Scurvy again appeared among his men. The Gloucester was broken up and burnt, and the Centurion was the only vessel that returned to England, in June 1744, out of the fleet that had sailed 4 years previous. (Anson's voyages, London 1740).

Admiral Vernon's expeditions were almost simul-

taneous with Anson's. He sailed from England, August 3rd 1739, with 8 vessels; viz: four 40 gun ships, three of 60 guns, and a 50-gun frigate, having pledged his word to take the fortified town of Porto Bello, on the Isthmus of Panamá. Leaving 3 of his vessels to cruise off Cadiz, in wait for Spanish galleons, he crossed the Atlantic and came in sight of Porto Bello on Nov. 20th. The fortifications consisted of the Iron Castle, 100 guns, on the north side; the Gloria battery of 98 guns on the south; and Fort San Geronimo, 20 guns, overlooking the anchorage. Next morning three vessels attacked Iron Castle; the Admiral at the same time manned his boats and proceeded to effect a landing. The men climbed up the face of the ramparts, and the garrison of 700 men surrendered. The English loss was only 17 between killed and wounded. Admiral Vernon divided 10,000 dollars booty among his men, but would not allow them to burn the place. He caused Capts. Boscawen and Knowles to level the fortifications, which task was completed in 15 days by springing mines under the castles. Then embarking, with 72 guns for trophies, he sailed to Jamayca, and sent home the news of his victory, which reached England in March 1740, throwing the kingdom into the wildest manifestations of joy. Parliament voted him the thanks, of the nation, and the wayside inns made his head a favorite sign-board. Reinforcements being sent out to him he ascen-

ded the Chagres river and destroyed Fort San Lorenzo. These successes were destined to be counterbalanced in the following year by the most disastrous affair recorded in British annals. Vernon left Port Royal on Feb. 25th 1741, to attack Cartagena, his force comprising 124 vessels [including 29 ships of the line] and 12,000 men. The troops for land service were under the orders of Gen. Wentworth, whom Vernon treated with jealousy and contempt. The result was a wretched failure. At first on March 9th the British carried Forts San Felipe and Santiago with signal gallantry, but the town batteries opened an awful fire upon them, and checked their advance. A second movement was made on March 24th and although the Spaniards had repaired their works in the interval the British again obtained some advantages. But when Gen. Wentworth had thus gained a foothold the Admiral would not send him either fresh water or provisions, and a sickness broke out among the troops, carrying them off by hundreds. On March 30th. Vernon entered the harbor with his fleet, but gave no effectual support to Gen. Wentworth who suffered a severe repulse in an attack on Fort Lazaro. When the siege was raised, on April 14th. there were only 3,000 men surviving to embark in the fleet.

Mosquera's history of Venezuela says "the loss of the British amounted to 44 officers and 7,059 men, while that of the Spaniards did not exceed

343 between killed and wounded. Six Spanish war-vessels with 174 guns were sunk, as also six galleons. The British carried off 160 guns, after destroying the forts next the bay."

Another unlucky affair on the Spanish Main occurred in the following year. Sir Charles Knowles was sent with a flotilla to capture the port of La Guayra, in Venezuela, but the Governor of Caracas had thrown up new batteries and made every preparation for defence. Rocks prevented the vessels from approaching within a mile of shore, and the boats could not land the troops. Knowles shelled the town and batteries for 8 hours, till night closed the scene; the Burford flag-ship and 3 others being disabled, and having lost 400 men between killed and wounded. Among the latter was Sir Charles Knowles, who lost a leg. The famous Lord Howe, who was midshipman in Anson's expedition two years before, and was now in his 16th year, received the grade of Lieutenant for his conduct on this occasion. He served aboard the *Severn*, 1740, when that vessel and the *Pearl* were unable to double Cape Horn, and forced to separate from Lord Anson and return to England.

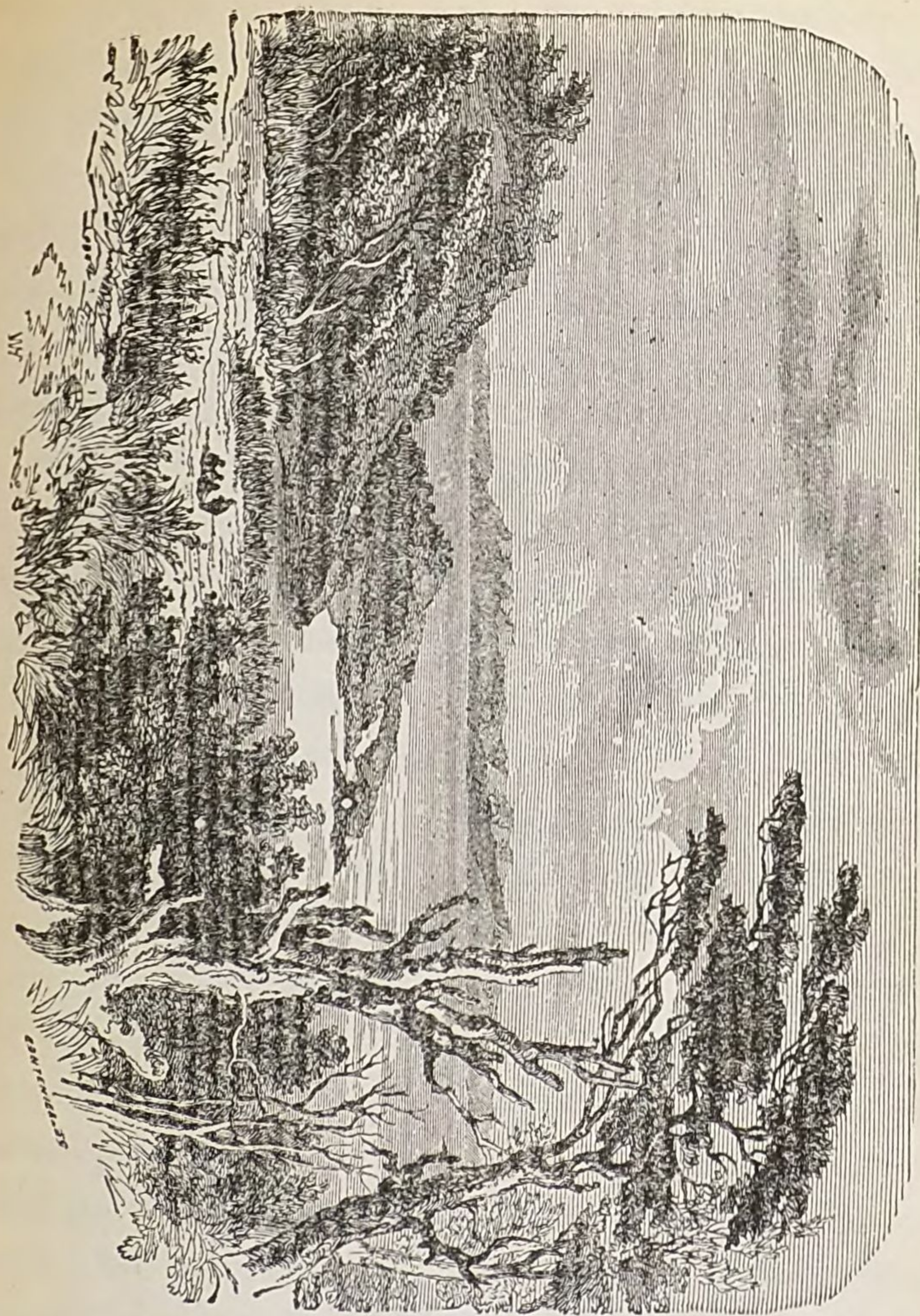
CAP. VIII.

*VOYAGES IN THE 18th
CENTURY.*

The loss of the *Wager* is one of the most thrilling romances of the sea. Capt. Cheap seems to have doubled Cape Horn about the same time as Lord Anson's flag-ship, but his vessel was driven ashore, April 23d. 1741, on a point known as Tres Montes, 58. S. on the coast of Chile. Some of the crew broke into the spirit-room and got drunk. Others obeyed Capt. Cheap's orders, landing in boats, and proceeding to build huts on shore. Such was the hardship of their case that some men died, while others refused to leave the wreck. The mutineers on board having one day signalled for the boat there was some delay, whereupon they fired two cannon-shots at the captain's hut. At last they were brought ashore. Some months elapsed, during which the mutineers frequently urged Capt. Cheap to launch a schooner and steer for England. He tried

in vain to dissuade them. In October they launched the boat, and embarked to the number of 73 men; leaving on the desert coast Capt. Cheap, Lieut. Hamilton, Dr. Elliot, 2 midshipmen and 15 men, with a supply of 56 lbs. beef, 28 lbs. pork, and 200 lbs. flour. The captain made several efforts to proceed northward towards Chile, but his boat was so small that he had to leave half his party on some point near Chiloe: they were never more heard of. He describes the poor fellows waving him a last adieu, as they saw the boat recede from them. Some of those in the boat died, and of this number was Dr. Elliot. At last in June 1742, fourteen months after the wreck of the Wager, Capt. Cheap, Lieut. Hamilton, Midshipmen Byron and Campbell and a few others reached Chiloe, where they were very kindly treated by the inhabitants, but afterwards sent by the authorities as prisoners to Valparaiso. Here they were detained two years on parole, and sent to Europe in 1744, but they were not released and enabled to reach England till 1746, Captain Cheap dying very soon after.

Bulkeley was the leader of the mutineers of the Wager, and has left us the record of his sufferings. A month after launching his boat he put on shore 11 men, for whom he had no room. Seven more died in the passage through Magellan's Straits, which took nearly two months. Cape Virgin on



the Atlantic was reached by Dec. 11th. 1741, and ten days later, when the boat approached the Patagonian coast, at Gallegos river, some Indians were seen on horseback. This is the first time in history that Patagonians are mentioned as going mounted. Bulkely and his comrades touched at Port Desire, where they found a well which gave 30 gallons fresh water daily. There was a stone bearing the inscription.

“Capt. Straiton, 16 cannons, 1687.”

Proceeding northwards along the coast they came to a bay (38-40 S. Lat.) where they landed and shot a horse, a wild dog and 4 armadilloes. A little higher up, between Cape Corrientes and MarChiquita (37. 25 S.) Bulkely sent a party of 8 men ashore under the pretext of procuring fresh water, and abandoned them, although they knelt down on the beach and piteously begged to be taken aboard. He reached the River Plate 5 days later, his party being now reduced to 30 in number, and landing somewhere near the mouth of Santa Lucia obtained sufficient provisions to reach Rio Grande. From this port they took passage to Lisbon aboard a ship carrying hides, and finally arrived in England in January 1743, when they were arrested for mutiny, but were subsequently liberated. (Bulkeley and Cummins, adventures in the South Seas, London 1740.)

The party abandoned by Bulkely near Cape Cor.

rientes consisted of Midshipman Morris and 7 men, who made fruitless efforts to proceed overland to B. Ayres, 150 miles, finding themselves hopelessly involved in swamps and lagoons. They contrived, however, to subsist for 12 months on the chase, having trained some wild dogs to catch deer. One day, as customary, they went out in two parties of 4 men each to hunt, and on Morris's return at night he found the corpses of 4 of his comrades, with their throats cut. Next morning the little hut was surrounded by a crowd of Indians, to whom Morris and the other three survivors went on their knees and prayed for life. The Indians took them captive, and soon after sold them to another tribe, who conveyed them to Buenos Ayres and re-sold them, to the Spanish Governor, at 15 dollars a head. After three years, detention Morris and two others were provided with a passage to England in the Spanish merchantman *Asia*, in 1745. The 4th survivor, a man named Dick, was so swarthy that the natives pretended he must be a Brazilian, and never allowed him to leave the country.

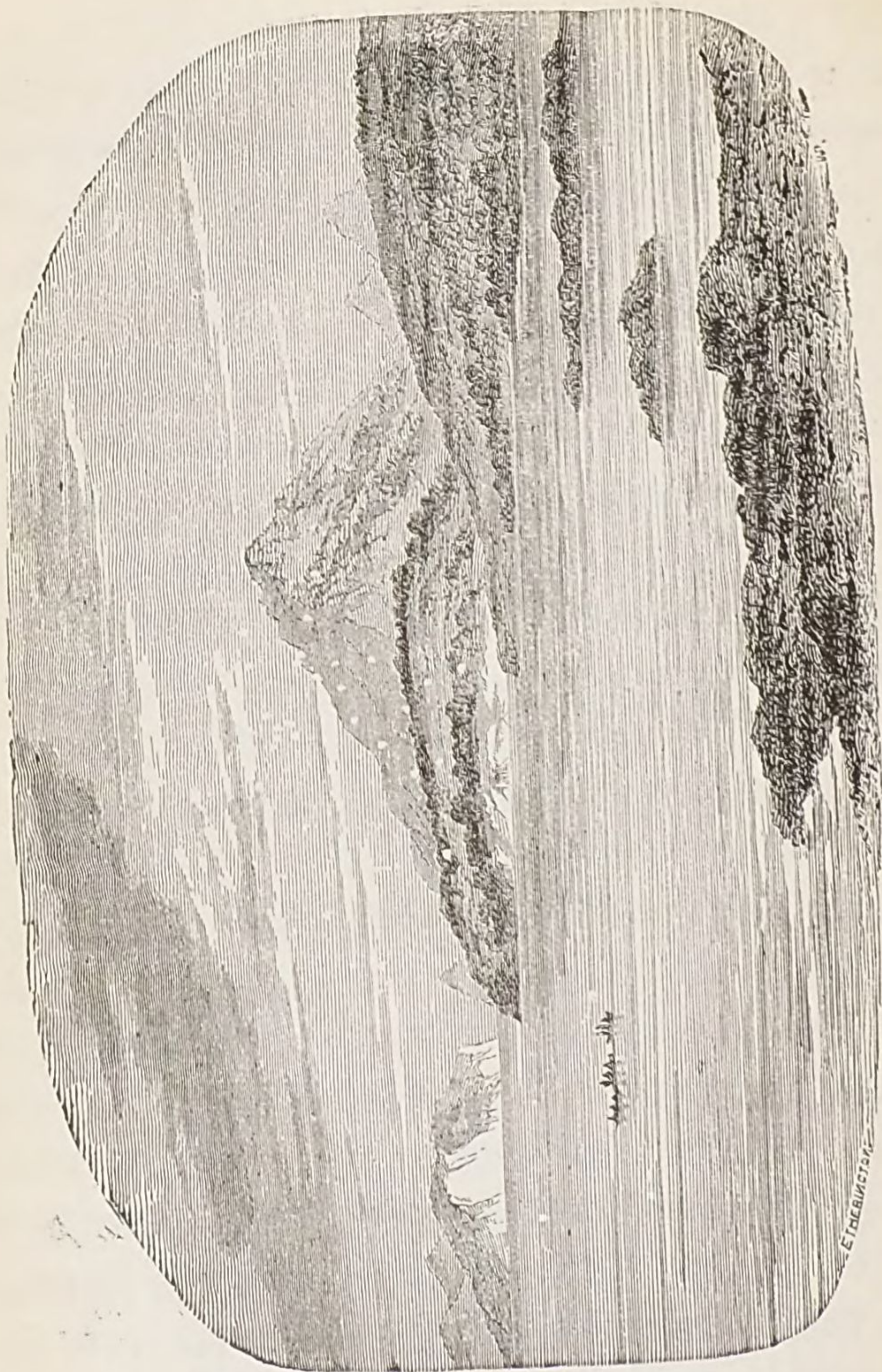
Eighteen years after the return of the officers of the *Wager*, we find two vessels called the *Dolphin* and *Tamar* fitted out at the Downs (June 14th 1764) under command of Commodore John Byron, who was a midshipman in the *Wager* when she was lost. The vessels were sent on a voyage of exploration, and having touched at Madeira put into Rio Ja-

neyro, Sept. 12th, where they met Lord Clive aboard a frigate coming home from India. Byron reached Port Desire in November, and commenced killing seals, which seem to have abounded here more than in other parts of Patagonia. He describes them as 8 feet long, each yielding half a pipe of oil; the young cry like cats, and when older they bark like dogs. He found hares as big as foxes, and guanacos in such plenty that the men ate this meat three times a week, which kept them from scurvy.

Leaving Port Desire on Dec. 4th he spent some days in looking vainly for Pepy's island, so called after the Duke of York's secretary (who wrote the famous Diary) and discovered by Capt. Cowley. He entered Magellan's Straits on Dec. 22nd and landed near Cape Virgin, where he met a race of Patagonians so tall that when seated on the ground they were as high as any of his men. He measured some of them fully nine feet in height, and describes the astonishment and laughter of the savages as they stood around the diminutive-looking Englishmen. He gave them numerous presents and observed that the women wore beads and necklaces, and the men had horses, indicating traffic with the Spanish settlers of Buenos Ayres. The savages seemed most friendly and invited the strangers to dine with them, pointing to a smoke at some distance inland and at the same time touching their mouths. Byron prudently declined the offered hospitality, the

size of his hosts doubtless reminding him of Polyphemus. Their arms were bows and arrows, the latter of hard wood with bone heads admirably fashioned. From some of their signs Byron understood that they worshipped the sun, but this was an error, as the Patagonians perform all their incantations with the purpose of keeping off Gualiches or evil-spirits, which they believe to be the souls of departed physicians. When Byron was about to weigh anchor they professed great sorrow, and cried most distressingly. Cavendish had called them Patagonians or Big Feet, because their foot averaged 18 inches in length. Shelvocke measured some who were 19 feet high. At present they rarely exceed 7 feet in height, but this decline is probably due to mixed marriages with other tribes (Appendix E.).

Proceeding through the Straits the vessels halted before reaching Sandy Point and found a tribe of Indians, medium height, dressed in skins of seal and guanaco. Woods and plains bounded the view. On Dec. 29th Byron entered the river San Juan, near Port Famine, and visited the ruins of Sarmiento's colony, founded in 1582. Byron could not understand why so delightful a spot was called Port Famine. Flowers, trees and birds delighted the weary traveller, while fish also abounded, and lofty mountains clad with perpetual snow formed a back-ground to the picture. The woods produced the valuable Winter's bark, a specific for cure of scurvy, which had



Handwritten signature or text, possibly "H. B. 1844".

ETHELINGTON

been discovered by Capt. William Winter when Ad. Drake visited these shores.

Snow-covered mountains were also visible in Tierra del Fuego, and the cold was severe, although now mid-summer. Haddock was so plentiful that the men had 3 rations of fish weekly.

"On January 4th 1765" says Byron's diary, "we left this delightful spot and steered for Tierra del Fuego." Smoke was visible at many points, but there being no safe anchorage Byron sailed out of the Straits and reached the Penguin or Falkland Islands ten days after leaving Port Famine. He found a capacious bay which he called Port Egmont, in honor of the first Lord of the Admiralty, and recommended to the Government as a suitable place for a colony. The bay, he says, can hold all the British navy, and although there are no trees the soil produces vegetables and a grass that grows as high as a man's hips. Turnips and lettuce were sown, and came up well. Such was the profusion of penguins, Cape pigeons, swans, and other birds that Byron says "our two ships present a ludicrous appearance, as if turned into poultry shops." Samples of iron ore were found here.

During a brief stay of 13 days Byron built a fort and hoisted the British flag, the usual salutes being fired, the ceremony concluding with enormous bowls of punch served round to the sailors to drink the health of King George III. A large number of seals was

killed while the fort was being constructed, one place in particular being called Bubblers Bay from the shoals of these animals, which are so prolific as to give 18 or 20 at a birth. As for penguins the sailors found them very good eating provided they had been put in pickle the night before, which removed their strong flavor. Byron ascended a mountain over Port Egmont, and describes the view as very fine, embracing about 50 islands.

The Dolphin and Tamar again sighted Patagonia on Feb. 5th. and met at Port Desire the transport Florida, sent out from England with provisions for the two ships. As there was a high surf the vessels proceeded to Port Famine (Feb. 19th) and there took on board the supplies from the transport. Byron gave any of his men permission to return to England in the transport, but only one availed himself of it, besides some sick: duplicate plans were sent home to the Admiralty, and on Feb. 25th the Florida sailed homeward, while Byron's vessels steered westward through the Straits, these being here about 12 miles wide. Indians were seen fishing, to whom the Commodore gave biscuit and clothing: they ate the fish raw, and lived in wretched huts, A woman of fair skin was pointed out by the rest, as if to express she was of English origin, being perhaps the child of some British sailor cast away on these shores.

On March 10th the vessels reached Cape Mon-

day where a shocking smell was perceived to arise from a dead whale that the Indians were cutting up. At this period scurvy appeared among the crews, but the Commodore was able to check it, and shewed by his kindness how much he was entitled to the respect and affection of all under his command. Terrific storms ensued, in which the vessels narrowly escaped shipwreck, near a point which was therefore named Cape Providence. The best anchorage in the Straits was afterwards found at Tuesday Bay, where red trout was in great profusion,

At last on April 9th. after 6 weeks battling through the Straits the vessels sighted the Pacific ocean, and were soon steering for the milder latitude of Juan Fernandez. Here they anchored, at the outer island of Masafuera on April 26th., which had not been so often visited as the adjacent island of Juan Fernandez. The hills were covered with verdure, affording support to numerous very wild goats, some of which, however, had their ears slit, although there was no trace of man on the island. Among the various kinds of fish were carp and chimney-sweepers, besides lobster weighing 10 lbs. each. Sharks were also very numerous.

After a year spent in cruising about Commodore Byron returned to the Downs, in the Dolphin, on May 6th. 1765, having left the Tamar at Antigua for repairs. Byron's narrative was translated into

Spanish at Madrid a few years after its publication in England.

Admiral George Vancouver, when returning from his expedition to Nootka Sound, in 1795, with two vessels called the *Discovery* and *Chatham*, the latter being commanded by Lieut. Broughton, touched at Valparaiso and visited Santiago, where, he says, Captain General O'Higgins treated him with princely hospitality. This was the last voyage of discovery in the 18th. century.

CAP. IX.

JESUIT MISSIONARIES.

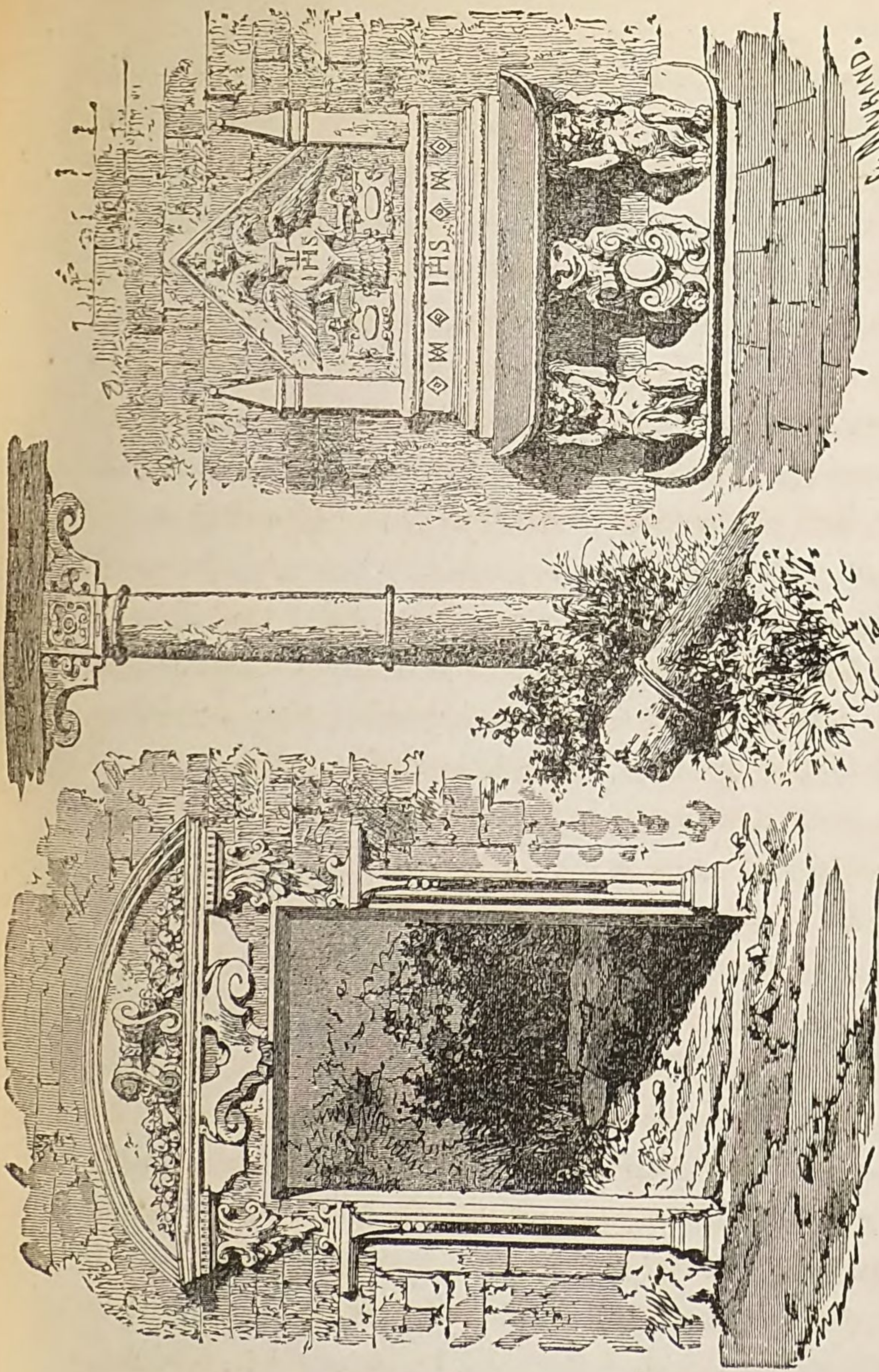
The same year (1586) that Cavendish made his first descent on Patagonia saw an expedition of a very different character, consisting of the first Jesuits sent to convert Paraguay, namely Father Thomas Fields, a Scotchman, and F. Manuel Ortega, a Portuguese: their vessel fell into the hands of English privateers off the Brazilian coast, but the sea-rovers respected their captives, and after sundry adventures the latter landed at Buenos Ayres, whence they proceeded overland to Cordoba, then the headquarters of their order. Returning the following year to Buenos Ayres they set out for Paraguay, and on their arrival at Asuncion were received with joyful demonstrations. A pestilence having broken out among the Guaranies of the interior, the two Jesuits labored so heroically among the sufferers, that at its close the Indians built a chapel and house for the Fathers at Villa Rica, 30 leagues from Asuncion. This

was the first Jesuit establishment in Paraguay, and three years later (1593) a large college was built for them at Asuncion, the principal inhabitants, men and women, working at the foundations. Father Fields lived to an advanced age, notwithstanding most perilous journeys during 15 years of missionary work in the interior. In 1602 we find him in charge of the college at Asuncion, until increasing infirmities caused him to be superseded by Fathers Lorenzana and Cataldino. According to Charlevoix the number of Indians converted by Fields and Ortega reached 200,000; thus was laid the foundation of the Jesuit Commonwealth of Misiones which had such wonderful development in the two following centuries, as to cause Voltaire to admit that "the Jesuit establishment in Paraguay seems to be the triumph of humanity."

In the 18th century, Father John Martin, a native of London, became the head of the Order in Brazil, under the name of Father Almeyda: the austerities of his life remind the reader of the hermits in Egypt, and caused the people to consider him as a saint after his death, which occurred in his 84th year. Pope Gregory's 'bon mot' "non Anglus sed Angelus" is repeated in the inscription on his tomb, at Bahia.

Another English Jesuit, F. Thaddeus Ennis, appears in authority in Misiones shortly before the downfall. In 1756, when Spain ceded San Miguel and other

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missions to Portugal we find F. Ennis entrusted with the removal lower down the Paraná of such tribes as refused to become Portuguese subjects.

The English Jesuit Father Falkner was one of the most successful travellers and missionaries of the 18th century, the scene of his labors being Patagonia. He was the first to convert the Puelches and Tehuelches tribes. Here he founded the missions of the Virgin of Pilar and Our Lady of the Unprotected, between the hill-ranges known as Vulcan and Tandileofú: but these missions were afterwards destroyed, as well as Father Strobel's settlement of Laguna de Los Padres, by an irruption of Indians under the Cacique Cangapol, a few years before the expulsion of the Jesuits by the Viceroy Bucareli in 1767. The total number of Jesuits in Paraguay, Cordoba, Tucuman and Buenos Ayres, was found to be 233 who were all shipped in vessels bound for Spain. We find among the Fathers deported in a vessel called the *Venus* the name of Thomas Falkner, age 66, native of Manchester. On his return to England he published his life and travels, and such was the effect of this book upon the King of Spain that he at once ordered surveys and settlements to be made along the Patagonian coasts, which Falkner represented as exposed to seizure by the first adventurer who should land there. His book has been translated into French, German and Spanish, and we take from it the following interesting details:

Falkner was son of a physician at Manchester, and being brought up to the medical profession served for some years in the London hospitals. His father was an Irishman, which has given rise to the supposition that he was a Catholic, but this seems incorrect. Among his friends in London was a ship-captain who traded from the Coast of Guinea to Brazil, carrying slaves for the Company recently established by Queen Anne's patent, and he it was who doubtless prevailed on the young physician to try a seafaring life. In one of his voyages, as ship's surgeon, from Guinea to Buenos Ayres he fell sick at the latter port, and there being no hotels he had the good fortune to claim the hospitality of the Jesuit Superior, Father Machony, whose name leads us to suppose him an Irishman. Such was the impression made on Falkner by the kindness of the Jesuits that he shortly afterwards was received into the Catholic Church, and entered as a novice in the college of St. Ignatius, at Buenos Ayres. He was then apparently about 30 years of age, and spent the first years of his missionary career in Paraguay and Tucuman,

The Jesuits had observed that their most successful missionaries were such as possessed a knowledge of medicine, and in 1740 Father Machony received an application from F. Strobel, founder of the new mission near Cape San Antonio, on the Patagonian coast, for an assistant versed in the heal-

ing arts. The Superior despatched Falkner, and his success during 27 years was almost equal to what has been already mentioned of F. Field in Paraguay. He converted the tribes known as Puelches, Tehuelches, Guilliches, Pehuenches and Manzanos, and traversed nearly every part of Patagonia from Rio Negro to Magellan's Straits, as far inland as the slopes of the Andes. Being learned in most of the Indian tongues and equally calculated by his winning manners and his knowledge of physic to gain over the savages to Christianity we are not surprised to find him in close friendship with the great Indian ruler Cangapol, called by the Spaniards "Cacique Bravo," from whom he at times obtained the liberation of numerous Christian captives. His book contains portraits of Cangapol and his wife Hueni, the former being a Patagonian Hercules, over 7 feet in height.

Among the captives redeemed by our missionary was Captain Mancilla's son, who had been 6 years detained by the Tehuelches, and whose testimony is cited by Falkner in support of many of his statements. Cangapol had his ordinary residence at Huinchin, on the Rio Negro, and was so friendly to the Spaniards that he prevented any Indian tribes making incursions or crossing the frontier of the River Luxan. At certain seasons he used to take the Leubuches, one of his subject tribes, to hunt game or wild cattle between Magdalena and Luxan, and

sometimes as far north as Tigre. Unhappily the "entente cordiale" was rudely broken by a Spanish officer high in command under the Viceroy, who was sent to punish some inroad of the Tehuelches, and being foiled by the latter he made a descent on the peaceful and unsuspecting Guilliches, near Chascomus, murdering a whole settlement in cold blood. This so exasperated the heretofore generous Cangapol that he assembled 4,000 Indian warriors at Magdalena and devastated the whole country up to Quilmes, only 4 leagues from the city, capturing a number of women and children, and carrying off 20,000 head of cattle: only one Indian was killed in the raid, the Spaniards falling easy victims. Such was the consternation in Buenos Ayres that the citizens ran through the streets bare-headed, and the garrison looked on in terror while the line of blazing farm-steads distinctly marked the progress of the avenger. The churches were filled with people.

Then the Viceroy summoned the Jesuits and conjured them to proceed on a peace mission to Cangapol, at the same time disgracing the officer who had massacred the Guilliches. In this manner peace was obtained, but it seems doubtful whether the missions of Tandil and Sierra Vuulcan were rebuilt; the Jesuits being expelled by order of the King of Spain soon afterwards. At present (1877) the only traces of Falkner's or Strobel's missions are at Laguna de

los Padres, 80 leagues south of Buenos Ayres, close to the Atlantic.

Falkner describes minutely the physical appearance of Patagonia, its various rivers and ports, the habits of the Indians, and every thing that can interest the reader, even giving a short dictionary of some Indian tongues. He tells us he also resided for some years with the Puelches, between Rio Segundo and Rio Cuarto, and 4 times made the journey between Buenos Ayres and Cordoba (usually 40 days in bullock-waggon), besides several journeys to Santa Fé and other parts. He found forests of apple trees on the Andine slopes south of Mendoza, probably planted by the Jesuits who established missions there in the 16th century, especially at Nahuel-Huapi. The Indians made cider from these apples. He describes pines-trees whose fruit resembles almonds, and whose timber is so durable that vessels built of it 40 years before were still sea-worthy. The Andine passes to Chile were dangerous from snow, and he mentions people frozen to death in crossing.

He speaks of an abundance of seals on the coast from Tuyú to Bahia Blanca, and lions and tigers in the Tordillo forest near Dolores. Wild horses were so numerous that on one occasion Falkner and his Indian attendants were for 3 days in imminent risk of being trodden to death by the herds that rushed past, day and night, surrounding them so as to prevent escape.

He describes all the country about Lake Nahuel-Huapi or Tiger Island, (since visited by the Anglo-Chilian explorer Cox, in 1862) and the volcano of Villa Rica, near whose base was supposed to be the fabulous city of Los Cesares. The Indians told him there never had been any white people about there, and that it was a mere delusion, although the Viceroy had sent several expeditions in search of the said city. About this time the volcano was active, although ever since apparently extinct; an eruption took place, after which Falkner saw the streets of Buenos Ayres covered with light ashes, brought by the wind a distance of 1,000 miles, some being even carried across the River Plate to Banda Oriental. He mentions the Salinas salt-fields 500 miles south of Buenos Ayres, whither a body of 300 soldiers was despatched every year to collect salt. He recommends Bahia Sin Fondo as an admirable site for a colony, much better than Port Desire, Cape San Julian, or the Falkland Islands; the country being suited for agriculture and abounding in game and fish. He adds that it is much frequented by Indians, with whom a profitable trade could be opened, in the barter of knives, hatchets, arrow-heads and glass-beads, for skins of guanacos, seals etc. Among the trees growing about there he mentions the Indian "incense-tree." A desert of 60 miles intervenes to Santa Cruz, devoid of any life except some stray guanacos.

The habits of the Indians are depicted faithfully and at great length. The Guilliches smoked such strong tobacco that it caused intoxication. A plague of small-pox broke out among them in Falkner's time which reduced their tribe to 300 fighting men; such was the panic caused by this disease that the sick were left under the shelter of a hide, with a jar of water, to die abandoned by their relations.

The Pehuenches were so addicted to drink that they often pledged their wives and children to the Spanish huxters for a few bottles of liquor. The Tehuelches lived by the chase and were fond of mares' flesh; the men were cunning and unreliable, the women almost as white as Europeans.

Falkner mentions numerous flocks of sheep owned by Indians in those days, and says the huxters used to cheat those who came to barter skins or ponchos, giving them six-pennyworth of gew-gaws for ponchos worth ten guineas each. The Indian women were remarkably faithful to their husbands, and the latter very rarely beat or ill treated them. Widows mourned for their husbands a whole year.

In his travels in Santa Fe our missionary relates having found monster fossils near the mouth of the Carcaraña, including some teeth 3 inches diameter at the base. He says the Paraná had the quality of petrifying objects (which appears to be a mistake for the Uruguay). The best fish, he says, is the

Pacú, like tench, and after it the Dorado, which often weighed 25 lbs.

His book concludes with accounts of Magellan's Straits and the Falkland Islands. A Spanish vessel was lost off Tierra del Fuego in 1765, and the natives, far from eating the crew, treated them with every kindness till able to proceed to Buenos Ayres. As regards the Falklands he says it is a place only fit for penguins, and that when the last Spanish Governor came up to Buenos Ayres he said he would rather be cabin-boy aboard a vessel. Bougainville sold his title for 800,000\$ to the Spanish Crown, but had to give half the price to the King of France. Subsequently England seized the islands.

Falkner died at Spetchley, Worcestershire, as chaplain to a Catholic nobleman, near the end of the 18th century.

CAP. X.

***DESIGNS OF ENGLAND ON
SOUTH AMERICA.***

Towards the close of the 18th century the Pitt administration lent a willing ear to a Venezuelan patriot, Gen. Miranda, who proposed that G. Britain should aid South America to expel the Spanish rulers and constitute a number of independent States. Spain being the ally of France, and paying an annual subsidy to Napoleon, it became moreover the object of England to seize the treasure-ships periodically arriving from the River Plate. In Mitre's life of Belgrano it is stated Miranda's project was suffered to fall to the ground, because President Adams refused to lend 10,000 United States troops to co-operate with the British navy for the emancipation of Spanish America. Nevertheless the British Cabinet made up its mind to prosecute its designs for crippling Spain in this quarter of the world, and

several conferences seem to have been held between Pitt, Melville and Sir Home Popham, with the intention of giving Popham the chief command for an expedition to this purpose.

Hostilities having broken out in Europe in 1803 an English squadron under Captain Moore, in the following year, captured some Spanish galleons laden with treasure at the mouth of the River Plate. The British vessels were the *Medusa*, *Indefatigable*, *Amphion* and *Lively*; the galleons were the *Medea*, *Fama*, *Mercedes* and *Clara*. The booty exceeded two millions sterling, including 5 million dollars in bullion. By some mishap the *Mercedes* blew up, and 300 persons perished, including the family of Captain Diego Alvear, second in command of the flotilla; one of his children escaped, the mother, Doña Josefa Balbastro, sending him in a boat to his father's vessel. The boy afterwards became one of the greatest soldiers South America has produced, and gained the famous victory of Ituzaingo over the Brazilians. The father lived several years in England, in receipt of a pension from the British Government for the sad occurrence which had befallen him.

It would appear that the British Government momentarily turned its attention from South America to South Africa. In the autumn of 1805 a small British squadron, composed of three 64-gun ships, one 50-gun ship, and four frigates and sloops, under the orders of Commodore Sir Home Popham, having in

charge a fleet of transports and indiamen, containing about 5000 troops, commanded by Major-general Sir David Baird, sailed from England or rather, the ships of war having assembled there from different points, from the Island of Madeira, for the real but concealed purpose of reducing the Cape of Good Hope. This squadron consisted of the—

Diadem, 64, Sir Home Popham,
Raisnable, 64, Josias Rowley,
Belliqueux, 64, George Byng,
Diomedé, 50, Joseph Edmonds,
Leda, 38, Robert Honyman,
Narcissus, 32, Ross Donnelly,
Espoir, and gun-brig Encounter.

Having touched at Bahia, the squadron again put to sea for Cape of Good Hope, and safely reached its destination; in 8 days Sir Home Popham and Sir David Baird completed the reduction of the colony, the whole Dutch army being made prisoners of war. At this juncture an American ship-captain (named Wire or Waine) arrived from the River Plate, and having informed the British commander that the inhabitants of Montevideo and Buenos Ayres were “so ridden by their Government,” that they would offer no resistance to a British army, Commodore Sir Home Popham took upon himself with the concurrence of Sir David Baird, to plan an expedition against those places. On that or the following day Sir Home, with the Diadem, Raisnable, Diomedé, Nar-

cissus, and Encounter, vessels of war, and five sail of transports, having on board the 71st regiment, a small detachment of artillery, and a few dismounted dragoons, under the command of Major-general Beresford, set sail from Table bay. On the 20th the squadron bore away for St. Helena, and, upon arriving there, received on board a detachment of troops and artillery amounting to 286 officers and men; making the whole force of regulars embarked about 1200, including officers of every description. On the 2nd of May the expedition quitted St. Helena, and on the 27th, being anxious to obtain the earliest local information, Sir Home sailed for Rio de la Plata, in the Narcissus, leaving the squadron and transports in charge of Captain Rowley of the Reasonable. On the 8th of June the Narcissus anchored near the island of Flores, and on the 13th was joined by the Reasonable and squadron.

It being deemed preferable, after a consultation between the two chiefs, to make the first attempt upon Buenos Ayres, the marine battalion, consisting, including officers, of 340 marines and 100 seamen, under the command of Captain William King, of the Diadem, (who had succeeded Captain Downman, sent home with despatches announcing the surrender of the Cape,) was placed on board the Narcissus and Encounter. On the 16th these vessels, with the transports and troops, moved up the river; while the Diadem blockaded the port of Montevideo, and the

Raisnable and Diomedé, by the way of demonstration, cruised near Maldonado and other assailable points in that vicinity. Owing to adverse winds and currents, the foggy state of the weather, and the intricacy of the navigation, it was not until the afternoon of the 25th that the *Narcissus* and transports anchored off Point Quilmes, about 12 miles from Buenos Ayres. (See James's Naval History, vol. IV.).

CAP. XI.

***CAPTURE OF BUENOS AYRES
BY BERESFORD.***

The Viceroy Sobremonte was sitting in his state-box in the theatre at Buenos Ayres, when a courier rushed in with the intelligence that the English were landing at Quilmes, 4 leagues south of the city. It was the 24th of June 1806, and the Viceroy had received intimation nine days before from the Port-captain of Ensenada, Capt. Liniers, that a squadron of eleven British or American vessels was in sight. Sobremonte had supposed that in case of invasion Montevideo would be the point threatened. He hurried from the theatre to the Fort, where he shut himself up all night.

Next morning, 25th, from the flat house-tops of

Buenos Ayres, could be descried the English troops landing from 11 vessels off Quilmes. The Viceroy sounded the tocsin, and called out all the inhabitants to arms.

Major Gen. William Carr Beresford landed with 1635 men, and safely crossed the swampy coast-land to the high ground of Quilmes. Meantime the Viceroy had sent away the treasure in bullock-carts to Villa Luxan; while he ordered D. Pedro de Arce, to defend the Puente Chico pass near Quilmes. Accordingly under cover of the night De Arce advanced with 1300 men and some artillery as far as the Dominican chapel, a mile from Quilmes, on a slope commanding the high-road to Buenos Ayres.

Daybreak on the 26th set in rainy, and the English, coming suddenly on the forces of De Arce, completely routed them. The English loss in this skirmish was—1 killed, 12 wounded, and 1 missing; taking 3 pieces of cannon and a quantity of small arms. Beresford pushed on, with his men up to their knees in water, pressing so closely upon the fugitives that Col. Yanin had barely time, at 5 p.m. to burn the Barracas bridge. Here a last stand was to be made, the pass being defended by 3,000 troops under the Viceroy. The latter had his head-quarters at Videla's country-house, a mile nearer town.

Towards nightfall Beresford's troops came up to the Riachuelo, and finding the bridge burnt hastily constructed rafts under the direction of Capt. King.

At sunrise on the 27th. the English opened a musketry fire on the militia defending the pass; these gave way after a faint resistance of 50 minutes, and the English crossed the Riachuelo without loss. Sobremonte sent an officer to his uncle, Colonel Quintana, who commanded the fort at Buenos Ayres, directing him to surrender or make as good terms as he could; the Viceroy with a few followers started, with his wife, overland for Cordoba.

Nothing could exceed the surprise of the people when they saw the forces of Beresford advancing up the Calle Larga of Barracas, not 6,000 strong as reported, but only 1635 men, viz—

71st Highlanders, 800

Artillery and St. Helena reg. 395

Marines and Blue-jackets, 440.

The inhabitants had never before seen the Highland uniform, which astonished them quite as much as the unearthly music of the pibroch of the clans.

Beresford sent forward Ensign Gordon to summon the fort to surrender, to which Col. Quintana replied that he would send his aide-de-camp to arrange terms. Gordon and the aide-de-camp met Beresford advancing by San Telmo at the head of his troops. He briefly told Quintana's envoy that he would arrange details as soon as he got possession of the place. At 3 p.m., under a heavy shower of rain, he marched into the fort, and hoisted the British flag on the ramparts, where the Spanish

flag had been first displayed in the same month of June 226 years before.

The Cabildo had attempted to save the city from capture by offering Gen. Beresford a large sum of money as ransom, but he refused such terms.

His first care was to re-assure the inhabitants that they should not be molested in their properties or religion, and on July 2nd. he issued a manifesto on the most generous terms. (See Appendix K.).

This calmed the feelings of indignation among the people at seeing a city of 60,000 inhabitants captured by a handful of English troops. We read in the memoirs of Gen. Belgrano, that he was heard to say—"It grieved me to see my country subjugated in this manner, but I shall always admire the gallantry of the brave and honorable Beresford in so daring an enterprise." Notwithstanding the hostile sentiments of the Spanish population to everything English there is abundant proof of the conciliatory spirit promoted by the English general; especially in declaring Free Trade on the same principles as in the other British Colonies, instead of the odious monopoly so long maintained by Spain in favor of the Cadiz merchants.

On the same day that the manifesto was published (July 2nd) a small detachment of 30 men of the 71st, under Capt. Arbuthnot and Lieuts. Graham and Murray, started for Villa Luxan, from which place they returned on the 10th, bringing the treasure sent

thither by the Viceroy Sobremonte. This valuable booty reached 1,438,514 dollars (say 300,000*l.* sterling), part belonging to the King of Spain and part to the Spanish Philippine Trading Company. A portion was set aside by Beresford and Popham for the requirements of their forces, and the rest, amounting to 1,086,208 dollars, was sent to England in the *Narcissus* frigate. So much pomp and popular rejoicing attended the landing of the treasure and its conveyance through London that it resembled a Lord Mayor's show.

Meantime Beresford's little garrison had been reduced by sending home the half of the Marine Battalion with the treasure, and he must now hold his ground until reinforcements should reach him either from Cape of Good Hope or from England. The Cabildo, tribunals, corporations and military commanders had all taken the oath of allegiance to the King of England; except perhaps Capt. Liniers de Bremont, heretofore port-captain at Ensenada, who formed with Juan Martin Puyrredon the design of recovering Buenos Ayres, in which they were aided by a donation of 8,000 dollars from D. Martin Alzaga.

The establishment of the first Freemason Lodge was made by the English officers in July, and joined by some natives. Nuñez tells us that Beresford and his officers were welcome guests at the principal houses, owing to their frank and cordial man-

ner, and might often be seen walking with the wives and daughters of the Escaladas, Sarrateas, Marcos and other leading families. Even the religious communities presented a flattering address to Beresford in which they said—"Although a change of masters in a young country is usually a great misfortune it has sometimes proved the first step to national prosperity, and we confidently say that the suavity of British rule and the sublime qualities of Your Excellency will console us for the loss of our connexion with Spain." The Prior of St. Domingo, F. Ignacio Grela, pronounced a sermon in the Cathedral in the same tone. Nevertheless Beresford felt his position so dangerous that he issued a decree (July 7th) ordering all persons to give up arms under penalty of death.

Liniers having obtained permission to visit his family in the city took this occasion to concert with Puyrredon and Alzaga their plan of action. He would himself proceed at once to Montevideo, and solicit from Governor Huidobro a corps of 500 men, while Puyrredon and his friends would collect as many followers as possible at a short distance from Buenos Ayres. It was about the middle of July when Liniers crossed in a small boat to Colonia, unperceived by the English vessels.

Beresford was aware of the enemy's movements and sent a despatch on July 31st to Sir Home Popham, aboard the fleet in port, that a revolution was being

prepared in Buenos Ayres; numbers of gaucho volunteers having collected at Moron, Pilar and Luxan, besides Olabarria's regiment of Blandengues with 3 guns. Next day, August 1st, he sent Col. Pack with 500 infantry and 2 pieces of cannon to attack the head-quarters of the patriots under Puyrredon at Caserio de Pedriel, near the Chacrita farm, a league from town. Puyrredon's friends, about 1100 in number, according to Nuñez, or 1,600 as stated by Popham, could make no stand against disciplined troops, but fled, leaving some pieces of artillery as trophies, with which Col. Pack returned to the city. (Popham says 9 pieces; native historians say 3 were captured).

The conspirators in Buenos Ayres were not disheartened by the rout of Puyrredon, but resolved in case Liniers was unsuccessful in the effort for recovering Buenos Ayres to blow up the whole English garrison by means of two mines. One of these ran from a carpenter's shop facing the beach towards the Fort; the other was under the Rancheria barrack, where the Old Market is now situate, having its outlet under the house of Jose Martinez de Hoz. The Bishop was opposed to these mines, either because he considered them an unlawful mode of warfare, or that he feared a great loss of life among the citizens living in the neighborhood.

A delay of 6 days occurred at Colonia, while Liniers was embarking his troops and ammunition, during which some of Puyrredon's friends arrived

with the news of their recent defeat: this nowise discouraged the gallant leader. On August 3rd. he sailed from Colonia, his force being now swelled to 1,000 men by 300 sailors of Concha's schooners, 73 French privateersmen under Capt. Mordell (nicknamed Maincourt for want of an arm), and 60 militia of Colonia. A friendly fog enabled him to escape the notice of the English cruisers, and next day he landed his troops at Las Conchas, 7 leagues north of Buenos Ayres. At noon the same day he occupied San Fernando, and was joined by 500 peasantry.

At San Isidro a fearful storm detained the progress of Liniers and his army 4 days, the rough country roads being impassable. Starting again on Aug. 9th they pushed on with great difficulty, and encamped that night at the Chacrita, in view of the city. Next morning Liniers established his headquarters at the Miserere (now Once de Setiembre), not having yet seen any sign of the British. Nuñez tells us his army now numbered 4,000 men, only a portion being properly armed.

An officer named Hilarion Quintana was despatched to Beresford, with summons to surrender: the reply was a determination to fight to the last.

At midnight Liniers set his army in motion for the Retiro, on the northern extremity of the city. Although the distance was under two miles the roads were so bad that it was daybreak when the Retiro

was reached, the men having to pull the artillery through swamps reaching to the knee. In the face of overwhelming numbers Beresford's little outpost could make only a feeble resistance, falling back towards the Fort after a loss of 8 men. Lieut. Col. Campbell with 500 men had gone to their assistance, but was compelled to retire under a heavy enfilading fire from pieces mounted by the enemy to sweep Calle Florida. Some other pieces, 18-pounders, were pointed at the English war-vessels in port, with such precision that one shot cut away the mast of a vessel, and another the mizen and ensign of a second, amid the cheers of the patriot forces who regarded this as a good omen.

Sir H. Popham landed to consult with Beresford, and seems to have advised him to evacuate the place at once and remove all his forces to the squadron, as there was yet time. But the General was still under the delusion that Alzaga and Puyrredon might be prevailed on to come to terms with the British Government and induce Liniers and the rest to accept such a conclusion. He accordingly sent an American merchant named William White, with a letter to Puyrredon at the Retiro, inviting him to a conference, to which Liniers and Puyrredon consented, but the interview did not take place. Admiral Popham returned on board, and Beresford prepared to hold his ground at the Fort.

At daybreak on the 12th of Aug. the patriot army

of 4,000 men with some pieces of cannon opened a brisk fire along the principal streets on the Plaza: here Beresford had established his head-quarters, with 18 guns in position to sweep the various streets, and picquets of infantry stationed in the Cabildo, Recoba and neighboring house-tops. Liniers had ordered the attack for noon, but the Catalan volunteers and Mordell's French privateersmen advanced under cover of a fog along Calles San Martin and Reconquista as far as the Merced church, within 300 yards of the Plaza, about 10 a.m., when their ammunition being exhausted the alarm spread that the English had cut them off. Liniers hastened to their support, and established his head-quarters at the Merced; four columns, each with two cannons, advancing simultaneously along the northern and western streets to the Plaza, while the cavalry swept onwards in spite of the fire from the English guns, amid the shouts and Vivas of the inhabitants. Popham's despatch says that Col. Pack captured 3 guns in the first assault by the enemy upon the Plaza, which Liniers denies.

Puyrredon charged the enemy's line at the head of his men, and himself snatched from the ensign the glorious flag of the 71st Highlanders, still bearing the marks of the gallant defence of St. Jean d'Acre against Napoleon. The townfolk meantime kept up a galling fire from their houses upon the unflinching defenders of the Plaza, and forced the General to

evacuate the Cabildo balconies. About noon, while Beresford was standing under the Recoba arch, directing the defence, Capt. Kennet, his aide-de-camp, received a death shot by his side; and the enemy having mounted a gun on the roof of the Cathedral opened so destructive a fire on the men below that Beresford gave the signal to retreat to the Fort, which was effected in good order. The General was the last man to cross the drawbridge, exhibiting, as Liniers testifies, his usual coolness, valor and discipline.

By this time the townspeople had joined the forces of Liniers, making altogether nearly 10,000 men, who rushed forward pell-mell to storm the fort. Beresford having put up a white flag of truce Liniers sent his aide-de-camp Quintana to demand an unconditional surrender. This was refused, whereupon Liniers consented to allow him the honors of war, and seems to have promised him or concluded with him the heads of a capitulation.

Liniers embraced Beresford on his leaving the fort, and complimented him on his gallant defence. In the account published by Liniers he says—"When Gen. Beresford hoisted the Spanish flag and came out of the fort to meet me I told him that in consideration of his gallant defence I allowed him and his garrison all the honors of war." Then the garrison marched across the Plaza and piled their arms in front of the Cabildo, the spectators observing a

respectful demeanor, Col. Concha having called out that he would shoot the first man who might insult the English troops. In this manner 1200 officers and men surrendered as prisoners of war, after holding the city 45 days. Two of the English flags were presented by Liniers to the Merced church, as he led one of his columns back to the Retiro; the banner of the 71st Highlanders was hung up in the Cathedral, but afterwards presented to Santo Domingo church, where it may still be seen on feast-days, suspended from the dome.

For some days, says Mitre, the capitulation (of which Sir Home Popham sent a copy to the Admiralty) was unknown to the citizens, who believed Beresford had surrendered without other compact than to be allowed the honors of war. On the 25th August Liniers wrote to Beresford regretting that the Cabildo objected to the clause allowing the free return of the garrison to England, and added "I am doing my utmost to press the fulfilment of the conditions expressed." Accordingly a Council of War was held next day and it was resolved to fulfil the terms agreed on, but this caused such an outcry that other conduct was adopted, and a note sent to Beresford that it was notorious he had surrendered at discretion, and that the capitulation signed after his surrender was invalid. In vain Beresford replied that Liniers had promised him the conditions before he gave up the fort, and protested against the violation of a com-

pact. The English soldiers were sent away on Sept. 20th, in detachments to the Upper Provinces, where many of them married natives, and among their descendants are Senators, Deputies and Governors of the present time.

Beresford's officers comprised one Brigadier, two Lieut. Colonels, one Major, 15 Captains, 21 Lieutenants, 8 Sub-Lieutenants, besides surgeons, commissariat officials etc. They were notified on August 30th, that the terms of capitulation were annulled by the Cabildo, and that they would be detained as prisoners of war in the city. Their gentlemanly behaviour and good manners soon made them so popular among all the better class of citizens that the Cabildo feared their influence, all the more because a second English expedition was known to be fitting out for the River Plate. About the middle of September Gen. Beresford and 8 officers were sent under a guard to Luxan, with orders to Major Nuñez to treat them with kindness. Hunting and shooting parties beguiled the days of their captivity, and friendly dinners took place at which native officers sat down with Gen. Beresford, Colonels Pack and Campbell, Major Foley, Adjutant Arbuthnot and others. At this time one of the English officers was murdered, for which the Cabildo subsequently expressed regret in a letter to General Auchmuty at Montevideo, adding that the efforts to discover the assassin were fruitless.

After 5 months detention at Luxan Gen. Beresford and Col. Pack contrived to effect their escape to Montevideo, by aid of some Spanish members of the new Freemason lodge in Buenos Ayres. Capt. Olabarria had received orders to convey Beresford and companions to Catamarca, when his brother-in-law, Saturnino Peña, presented a forged order as if from Liniers for the prisoners. They were accordingly conveyed to the house of Francisco Gonsalez in the suburbs, and kept there until shipped by two gentlemen named Padilla and Lima, in a schooner for Montevideo. Peña, Padilla and Lima afterwards received a life pension of 300*l.* sterling a year from the British Government.

As regards the casualties attending the defeat of Beresford Nuñez says the patriots lost 200 between killed and wounded, and Admiral Popham's despatch reports the English loss as, killed 2 officers and 45 men, wounded 8 officers and 99 men, missing 9 men, making in all 163 hors-de-combat; while he estimates the Spanish loss at 700. The trophies of the reconquest were—35 heavy guns and 4 mortars belonging to the fort, 22 Spanish and 7 English field pieces, and 1600 muskets, besides 7,800 old stand of arms left behind by Viceroy Sobremonte.

Thus ended the expedition of General Beresford, which was destined to be the forerunner of a still more disastrous enterprise for the British arms. Nevertheless Beresford covered himself and his little

army with glory, and if supported in time the issue would probably have been different. Beresford's soldiers were now scattered over Cordoba, Rioja, Catamarca and other Provinces. We shall see hereafter that most of them obtained their liberty and returned to England.

General Beresford was one of the most distinguished soldiers of his time. He was illegitimate son of the Marquis of Waterford, entered the army at the age of 16, and served in every quarter of the globe. After his defeat at Buenos Ayres he captured Madeira, and was made Governor of that island. In 1808 he covered the retreat of Sir John Moore to Corunna, for which he received a Marshal's baton, and was made commander-in-chief in Portugal. In 1811 he beat Marshal Soult and a superior French army at Albuera, and subsequently took part in the victories of Salamanca and Vittoria. For these services he was made Duke of Elvas, and the British Government conferred on him in 1814 the title of Baron Beresford of Albuera and Dungannon. The same year he was sent Minister to Brazil, and on his return was created Viscount. He married the widow of Thomas Hope, the banker, and settled down on his estates in Kent, where he died in 1854, leaving no children.

CAP. XII.

*ASSAULT AND CAPTURE OF
MONTEVIDEO.*

Commodore Popham tried to avenge himself for the loss of Buenos Ayres by making an attempt, in the middle of Oct., to carry Montevideo by a coup-de-main. He had received, a week before, considerable reinforcements from Cape of Good Hope, numbering some 3,500 men aboard 30 small vessels. Finding the water too shallow to allow his ships to approach near enough to bombard the place with effect he retired on October 28th, with the intention of possessing himself of the harbour of Maldonado, formed by the island of Goriti, a strong place, defended by a battery of twenty 24-pounders. On the 29th the frigates of the squadron anchored in

the harbour, and disembarked, without opposition, a detachment of troops, (including sailors and marines about 1000 strong,) under Brigadier-General Backhouse, who after a slight skirmish captured Maldonado and Goriti. Here the British forces remained till the close of the year, and on January 5th 1807 Rear-admiral Stirling, in the Ardent 64, with a small convoy, arrived at Maldonado, to supersede Commodore Sir Home Popham. The Rear-admiral also brought out Brigadier-General Sir Samuel Auchmuty to take the command of the troops. On the 13th Maldonado was evacuated without opposition, and a small garrison only was left in Goriti. It was now determined to invest Montevideo, a strong town, mounting on its different batteries 160 pieces of cannon, and respectably garrisoned; and the following was the British naval force ready to cooperate in the attack:

Diadem, 64, Samuel Warren.

Raisable, 64, Josias Rowley.

Ardent, 64, Ross Donnelly.

Lancaster, 64, William Fothergill.

Leda, 38, Robert Honyman.

Unicorn, 32, Lucius Hardyman.

Medusa, 32, Hon. Duncombe Pleydell Bouverie.

Sloops, troop-ships, gun-brigs, &c.

Accordingly, on the 16th, in the morning, the ships having assembled off the island of Flores, a landing was effected in a small bay a little to the westward of the Carretas rocks, and about eight miles to the east-

ward of the town. The strength of the breeze, and the intricacy of the navigation, rendered it very difficult for a covering force to approach near enough to be of much use; but the frigates, under the directions of Captain Lucius Hardyman of the Unicorn, got so close as to command the beach, had any opposition been offered by the body of troops in view on the heights.

On the 19th the army, including about 800 seamen and marines under the orders of Captains Ross Donnelly and John Palmer, (the latter of the ship-sloop Pheasant,) moved forward, and in the evening the ships of war and transports dropped off Chico bay; near to which, and at about two miles from the town, the troops encamped, having during the march thither had a slight skirmish with parties of the enemy. Such was the shallowness of the water in front of Montevideo, that the ships could lend no effectual cooperation in the siege, beyond landing a part of their men, guns, and stores, and cutting off all communication between Colonia and Buenos-Ayres. On the 25th the general opened his breaching batteries, and the lighter vessels of the squadron began a distant cannonade. The siege continued, with doubtful result, until the 2d February, when a breach was reported practicable. In the evening a summons was sent to the governor, to which no answer was returned; and on the morning of the 3d, before day, the breach was most gallantly stormed, and the town and

citadel carried. The loss sustained by the army, from its first landing to the termination of the siege, amounted to 192 killed, 421 wounded, and eight missing. So low was the stock of powder reduced by the protracted length of the siege, that, when the breach was made, no greater quantity remained on board the ships of war, transports, and fleet of English merchantmen in company, than would have furnished two days' further consumption. None of the few Spanish vessels of war found in the harbour were of much value. A corvette of 28 guns was burnt by the crew. There were two or three other unserviceable corvettes, and some schooners of war; also 21 gunboats. *

Gen. Auchmuty's despatch will be read with interest, giving the details of so gallant an achievement—

“Montevideo, Feb. 6th 1807.

“I have the honor to inform Your Lordship that the troops under my command have taken by assault after a most determined resistance the important fortress and city of Montevideo. The Ardent with her convoy arrived at Maldonado on 5th ult., when I at once took command of the troops from the Cape under Gen. Backhouse. On the 13th I evacuated Maldonado, leaving a small garrison at Goriti island.

“Having resolved with Rear-admiral Stirling to

* (James's Naval History, vol. 4.)

attack Montevideo I landed at an early hour on the 18th at Punta Carretas, 9 miles distant, the enemy holding the heights with a great number of guns, but making no advance to prevent my taking up a strong position a mile from the coast. At noon a light cannonade and outpost firing commenced, and was continued at intervals.

“On the 19th we moved towards Montevideo, the right column, under Gen. Lumley, soon finding itself opposed to 4,000 cavalry of the enemy which occupied the heights, opening upon us a heavy fire of ball and canister, until Col. Brownrigg's batt. charged them with great spirit, routing the enemy, who lost one gun.

“No further resistance was made, the enemy falling back before us, until he took up a position, two miles from the town. Next morning the garrison sallied out, 6,000 strong, to attack us, advancing in 2 columns. Their infantry falling upon my advanced guard of 400 men Col. Brown promptly sent Major Campbell with 3 companies of the 40th, who charged with great vigor. After an obstinate struggle, attended with great loss on both sides, the enemy began to give way, whereupon our rifles and light batt. charged so impetuously that the enemy's left column broke and fled, being pursued with great slaughter. The other column seeing the fate of their comrades retired precipitately without firing a shot.

“The enemy's loss is put down at 1,800, including

two or three hundred killed and an equal number of prisoners. At first I thought the defences of Montevideo were weak and the garrison likely to make a feeble resistance, but I find the works are respectable, counting 160 guns.

“As the enemy held Rat Island, which commanded the port, I threw up a battery of two guns, on the 23rd, to keep that place in check, and pushed forward my outposts so as to cut off all communication by land.

“On the 25th we opened fire by land and water, but seeing no inclination of the garrison to surrender I constructed on the 28th a battery of 6 guns one thousand yards from the S.E. bastion, and another of 6 guns only 600 yards from the southern rampart. At last a breach was reported practicable on Feb. 2nd, and I gave orders to prepare for an assault an hour before daybreak, having in the evening sent a flag of truce demanding surrender, to which no answer was give.

“The assaulting party consisted of the light infantry under Col. Brownrigg and Major Trotter, the rifles under Major Gardner, the grenadiers under Majors Campbell and Tucker, the 38th under Col. Vassall and Major Nugent; supported by the 40th under Major Dalrymple, and the 87th under Col. Butler and Major Miller: the conduct of the whole being committed to Col. Browne. The reserve under General Lumley comprised the 17th light dragoons, the 47th

foot, a company of the 71st, and a corps of marines and blue-jackets.

“In the darkness of the night our men were unable to make out the breach, which the enemy had covered with hides, and the assailants were exposed to a galling fire for a quarter of an hour. The breach was discovered by Capt. Kenny of the 40th, who fell gallantly at the head of a storming party. Our brave soldiers impetuously carried the breach and forced their way into the city, in spite of a destructive fire, and cleared all obstacles at the point of the bayonet. It was arranged that the 87th were to be admitted at the north gate by their comrades inside, but such was their ardor that they scaled the walls and got in before the others came up. At daybreak the city was in our hands, and women were walking peacefully about the streets.

“Nothing could exceed the valor of our troops in the assault, or their moderation and good conduct afterwards. Our loss, I regret to say, has been severe, including many valuable officers. Lieut.-Colonels Vassall and Brownrigg are killed, as also Major Dalrymple. Among the wounded is Major Tucker.

“The enemy's loss reaches 800 killed and 500 wounded. About 1500 escaped in boats, but I have taken Governor Huidobro and 2,000 officers and men prisoners.

“I have received from Gen. Lumley and Colonel Browne the ablest assistance. The Royal Artillery

has maintained its deserved reputation, and I feel much indebted to Capts. Watson, Dickson, Carmichael and Willgress, as well as to Capt. Fanshaw of the Engineers. It is also my duty to make honorable mention of Capts. Donnelly and Palmer, who rendered such valuable aid with the marines and blue-jackets.

“I need hardly say that the utmost cordiality prevails between Admiral Stirling and myself, and that I have received from him the most friendly attention and support.

“This despatch will be presented by Major Tucker, who was wounded in the assault and will be able to give your Lordship all necessary details.

“I have the honor &c.

“*Samuel Auchmuty*, Brigadier General.”

The British loss is stated to have been 72 between killed and wounded. Among the bravest defenders of Montevideo killed in the assault was the French privateersman Captain Mordella, who had previously fought at Buenos Ayres.

During 7 months the British retained possession of Montevideo, and if they had confined their efforts to Banda Oriental this would soon have become the most flourishing of English colonies. Among the first institutions we have to report the establishment of an English paper called the *Southern Star*, under the auspices of Gen. Auchmuty; this may be regarded as the foundation of the English Press in South

America, although the paper survived only a few months.

It is most honorable to the British arms to point to an address from the Cabildo of Montevideo, immediately before the evacuation of that city, spontaneously testifying the meritorious conduct of the British garrison and authorities during the 7 months occupation. It is dated August 27th 1807, and addressed to Col. Gore Brown. "We should be unworthy of the name of men were we not to acknowledge our gratitude, and to tender our warmest thanks to you and Sir S. Auchmuty for your generosity and ceaseless exertions to lessen our sufferings, and alleviate the miseries of war. Families were treated with the utmost tenderness and respect. The pride of victorious troops who had just conquered a city, and entered through blood and fire, was in a moment suppressed, and their exultation reduced to quiet and tranquillity. Such recollections will render the memory of Sir S. Auchmuty and yourself dear to us, and we shall ever pray that every happiness which your exalted virtue deserves may attend your steps."

Antonio Pereira.

Lorenzo de Vivanco.

CAP. XIII.

WHITELOCKE'S EXPEDITION.

In May 1807 an expedition comprising several frigates and transports with 5,000 troops on board arrived at Montevideo from England, bringing Admiral Murray (flag-ship Polyphemus, 64 guns) to supersede Admiral Stirling, and Gen. Crawford to take the place of Sir Samuel Auchmuty. A month later Lieut. Gen. Whitelocke arrived in H. M. S. Thisbe, with orders to assume the chief command, the British Government having conferred on him the rank of Governor General of South America, at a salary of 12,000*l.* sterling per annum. In fact the brilliancy of Beresford's achievement in capturing Buenos Ayres with a handful of men had dazzled the minds of Eng-

lish statesmen, who felt that 10,000 British troops were enough to subdue the whole of this vast continent.

The expedition arrived in sight of Buenos Ayres on June 27th, and next day Gen. Whitelocke landed at Ensenada with 7,822 officers and men, and 18 field-pieces. A march of 20 miles to Quilmes occupied 3 days, the army arriving there on 1st July, after much labor in toiling through the swamps, where two pieces of cannon were lost; the native cavalry constantly harassing the invaders, whose superior discipline, however, left no room for any advantage on the part of the natives.

Next day Mayor Gen. Levison Gower advanced to the Riachuelo, where Viceroy Liniers had drawn up his army, consisting of 4,000 foot, 1,700 horse and 50 field-pieces to dispute the passage, almost on the very spot where Beresford had routed Sobremonte's troops just 12 months before. But as Gen. Gower made a slight detour and forded the river at Paso Chico the Viceroy did not risk a battle, and to this circumstance was due the safety of Buenos Ayres; for if Liniers had engaged the British troops in the open field the result must have proved fatal to the Spanish arms. The same afternoon (July 2nd.) the right wing under Gower, 1,700 men, occupied the Miserere or western outskirt of the city; and Liniers hurrying up with his army from the Riachuelo assailed the British position about sunset, at the moment

that Gen. Crawford with another division arrived to Gower's support.

So complete was the overthrow sustained by Liniers that he fled precipitately to the city, abandoning 13 pieces of cannon, and sending word to the Cabildo that there was no longer room for resistance, but to make the best terms possible with the victors.

Esteves says the English lost 9 officers and 300 men in this affair. Mitre says Liniers lost 13 guns, besides 80 prisoners, but Esteves says 3 guns.

If Whitelocke had now advanced upon the city there was nothing to prevent as easy a triumph as that of Beresford had been, but whether through treachery or incompetency he had rendered abortive the chances of success. He was still with the main body near the Riachuelo, and had detached Col. Mahon with 1,800 men to hold Quilmes, a village of no value, 10 miles distant.

On July 3rd Gen. Gower sent an officer to demand surrender of the city, but Martin Alzaga had inspired such courage into the Cabildo and labored so strenuously all night in making barricades and batteries that the reply of the garrison was in Spartan terms: 'If you want our arms you must come and take them.' Col. Balbiani reinforced the garrison with his division from Barracas, and some of the heavy guns at the Retiro were spiked, to prevent their capture by the English. Capt. Azopard constructed some barricades of tercios of yerba, and mounted artillery at the 4

corners of the Plaza. There were also barricades at the Merced, San Miguel, Santo Domingo, and the corner of Calles Tacuari and Potosi. Moreover every azotea (flat roof) in the city was converted into a fortress, provided with stones, hand grenades and boiling water to throw at the advancing columns of the enemy. At noon, under a heavy shower of rain, the Viceroy Liniers re-entered the city with 1,000 men, of those who remained with him after last night's defeat.

Whitelocke still lost another day without attacking the city, and contented himself with sending the garrison another summons to surrender, which they treated with contempt, even pushing out some companies of Catalan sharp-shooters as far as San Nicolas church (Calle Artes) to exchange shots with the invaders.

On the morning of the 5th, it was resolved to storm the town. As early as four o'clock, the troops selected for this service were under arms; by reason of various delays, it was daylight before they formed at the entrances of the different streets, through which they had to fight their way. The disposition of these troops, numbering four thousand five hundred men, was as follows—the remainder of the army being in reserve, under General Whitlocke, about three miles from the scene of action:—

The 45th Infantry, under Lieut.-Col. Guard.

The Carabineers, under Lieut.-Col. Kington.

The light brigade, in two wings, under Lieut.-Gen. Crawford and Lieut.-Col Pack.

The 88th Regiment, in two wings, under Lieut.-Col. Duff and Major Vandeleur-

The 36th Regiment, in two wings, under Lieut.-Col. Byrne and Captain Cross,

The 5th Regiment, in two wings, under Lieut.-Col Davie and the Hon. Major King.

The 87th Regiment, in two wings, under Sir S. Auchmuty and Major Miller,

The 38th Regiment, under Lieut.-Col. Nugent.

At a signal of 21 guns, fired at 6.30 a.m. at the Miserere, the column advanced, the men having orders to advance without firing a shot to the Plaza, Santo Domingo, and Retiro. "The British troops, "(writes Gen. Mitre), worthy of a better General, "marched resolutely to their sacrifice, advancing as "fearlessly as on parade along those avenues of "death, enfiladed at right angles every 150 yards : "Whitelocke remaining with the reserve at the Miserere, entirely cut off from the rest of his army. The "result of such tactics could not but prove disastrous."

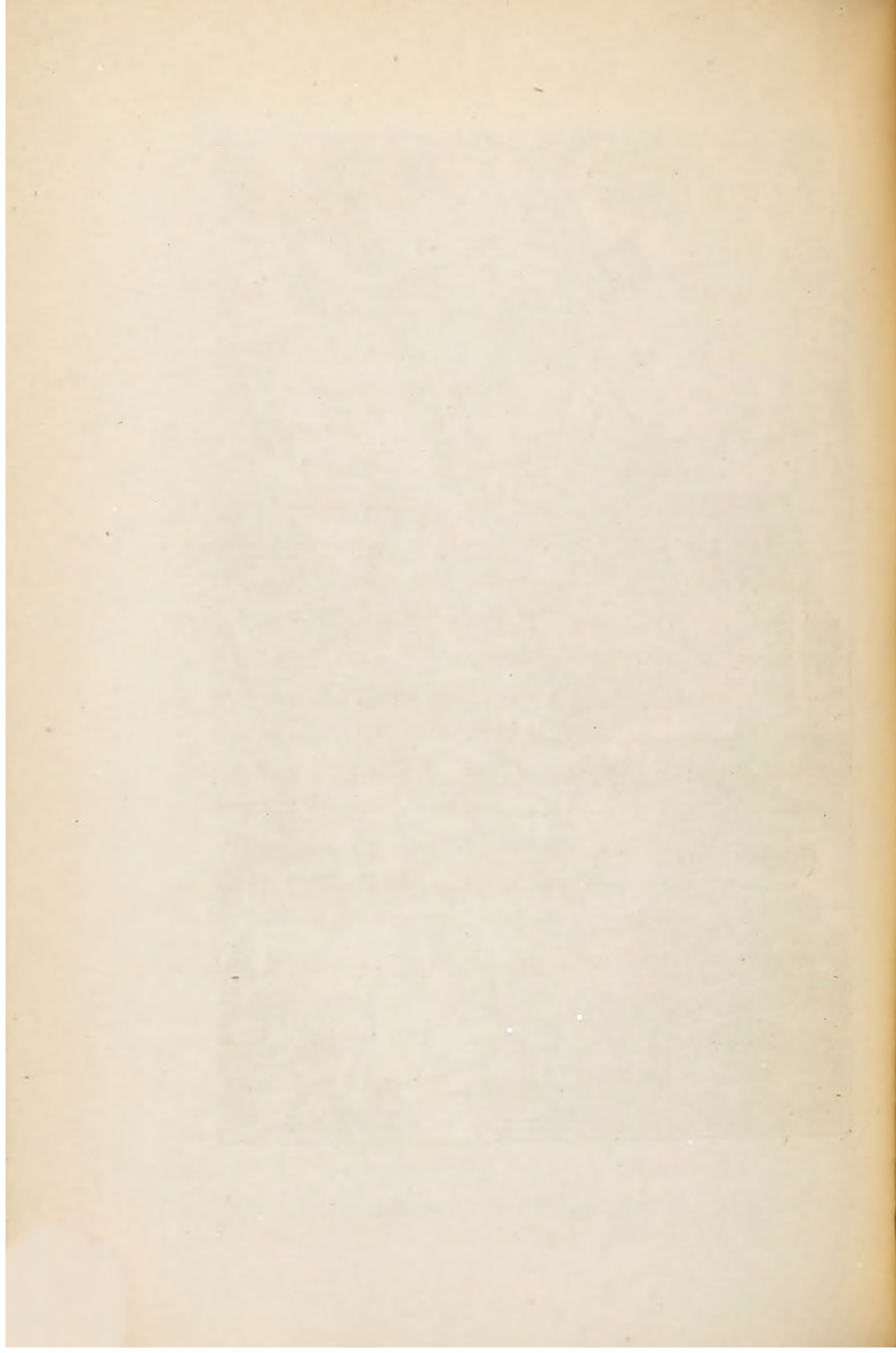
Nevertheless two points of vantage ground were speedily gained by the intrepid assailants, General Auchmuty carrying the Retiro at the point of the bayonet and capturing 32 guns and 600 prisoners about 9 p.m., while Col. Guard of Gen. Crawford's division seized the Residencia. At the same time

Auchmuty threw forward a small force, which took the Catalinas convent, and the English advanced positions north and south were now within a thousand yards of the Plaza. At the sight of the British ensign being hoisted simultaneously from the Retiro, Catalinas and Residencia the sailors of the fleet set up a loud cheer, believing the city was taken. But the attack in other parts had failed. The 88th (Connaught Rangers) suffered so fearfully in marching up Calles Piedad and Cuyo from the Miserere, that on reaching San Miguel they had left half their number dead in the street, and the rest unable to carry the barricade at San Miguel, were forced to surrender themselves prisoners. Col. Duff's battalion surrendered at 11 a.m. in a house close to San Miguel. The other battalion, under Major Vandeleur, fought its way to the Merced, where 220 survivors gave up their arms to Capt. Bustos. Col. Duff saved the flag of the Connaught Rangers by leaving it at the Miserere, as he and many others felt they were marching to certain destruction. Gen. Lumley's corps was more fortunate, pushing its way down Calles Corrientes and Cuyo, under a deadly discharge of musquetry, stones and hot water for more than a mile, and reaching in safety the line of beach, where it resolutely charged Elio's troops, routing them and spiking two of their guns. Lumley, finding his force too small to take the Merced, fell back on the Retiro, still held by Auchmuty.

Meanwhile Col. Pack and Gen. Crawford advanced along Calles Belgrano and Venezuela, with the object of seizing the Jesuit church. But the Patricios under Saavedra and Viamont opened so destructive a fire from the barrack at corner of Calles Moreno and Bolivar (where the Nat. College and Legislature are now situate) that the advancing column was utterly broken, Pack himself being among the wounded; while Lieut.-Col. Cadogan with 220 men took refuge in the Vice-Queen's house, corner of Calles Peru and Belgrano, and Pack in Santo Domingo. After a gallant resistance Cadogan's survivors, 160 in number, surrendered to Major Viamont, the Colonel being among the wounded. Gen. Crawford had just then taken Santo Domingo, and was about to assault San Francisco, only 300 yards from the Fort, but on learning of Pack's reverse he retreated into Santo Domingo, hoisting from the belfry the flag of the 71st Highlanders, which had been taken from Beresford.

Liniers now directed all his efforts to the recovery of Santo Domingo, as the English sharpshooters from the convent caused serious loss to the enemy. The Fort opened a fire of 24-pounders which struck the towers and shook the building, obliging the garrison to retreat from the roof, while a mixed force of Patricios and Spanish volunteers (estimated by Whitelocke at 6,000 strong) assailed the breastwork in front of the convent, defended by a 3-pounder. Col. Guard and Major Trotter were killed, but the gun was





saved. A small English detachment, under Colonel James Butler, had occupied the Black barrack, just behind Santo Domingo; after a terrific conflict, in which they sold their lives dearly, they were all killed. Agreeably to Col. Butler's request his remains were buried on the spot he had so valiantly defended, and the tombstone was visible there till 1818.

Crawford was now reduced to extremities and at 3.30p.m. surrendered at discretion, his force (according to Esteves) amounting to 930 officers and men. This decided the fate of Whitelocke's army, which had already lost 1100 between killed and wounded. The Retiro and Residencia were still held by about 2,000 men, and Whitelocke made an ineffectual effort to send the Dragoons and Carbineers with 2 guns under Col. Kingston to Crawford's assistance. Col. Kingston and Captain Burnell were wounded, being driven back on Plaza Lorea, where they seized the Piedad church. Col. Kingston died of his wound two days later, in a private house, where he was treated with the utmost kindness.

On the night of the 5th July the British loss was found to be over 2,500 between killed, wounded and prisoners; the rest of Whitelocke's command, including the Retiro, Residencia, Miserere, and the garrison at Quilmes only numbering 5,300 men.

Next morning Whitelocke received the following letter from General Liniers:—

“Sir,—The same sentiments of humanity which in-

duced your Excellency to propose to me to capitulate, lead me, now that I am fully acquainted with your force, that I have taken eighty officers and upwards of 1,000 men, and killed more than double that number, without your having reached the centre of my position: the same sentiments, I say, lead me, in order to avoid a further effusion of blood, and to give your Excellency a fresh proof of Spanish generosity, to offer to your Excellency, that if you choose to re-embark with the remainder of your army, to evacuate Montevideo and the whole of the River Plate, leaving me hostages for the execution of the treaty, I will not only return all the prisoners which I have now made, but also all those which were taken from General Beresford. At the same time I think it necessary to state, that if your Excellency does not accept this offer I cannot answer for the safety of the prisoners, as my troops are so infinitely exasperated against them; and the more so as three of my aides-de-camp have been wounded bearing flags of truce: and for this reason I send your Excellency this letter by an English officer, and shall wait your answer for one hour."

(Signed), &c., &c.

Whitelocke gave an evasive reply, by proposing an armistice for 24 hours to recover the wounded on both sides, whereupon the garrison renewed its fire of artillery, rightly judging that Whitelocke only waited the arrival of Col. Mahon with 1800 men from

Quilmes to resume hostilities. Liniers (says Mitre) gave Auchmuty 15 minutes to surrender, and then attacked the Retiro with a large force, but was repulsed with such slaughter that he left 2 guns in the hands of the English.

At 2.30 p.m. Gen. Whitelocke sent Gen. Gower to the Fort with an intimation to Liniers that he accepted the terms proposed the day before. The treaty was duly signed next day (7th) at the Riglos quinta adjoining the Retiro, by Gen. Whitelocke, Admiral Murray and Gen. Liniers. It is mentioned in Esteves's memoirs that a reinforcement of 2,000 men arrived from England at Montevideo on July 5th, and that Gen. Auchmuty strongly urged Whitelocke to make another effort to take Buenos Ayres, before consenting to surrender Montevideo also. Robertson tells us in his letters on the River Plate, that Liniers drew up his note without any reference to Montevideo, whereupon Alzaga insisted on the evacuation of Montevideo being included. This brave and energetic man was afterwards shot by the Cabildo for his attachment to the Spanish rule.

On the 16th July, after 12 days spent in embarking the troops and war material, Whitelocke and the survivors of his army sailed from Buenos Ayres, and on September 9th he surrendered Montevideo to Gen. Elio. The official report gives Whitelocke's loss thus --

Killed 317, wounded 674, missing 208, total 1199.

This was probably much below the reality, as also the estimate of the loss of the patriots, which Esteves puts down at 150 killed, but Mitre states at 302 killed and 514 wounded.

Whitelocke was tried by court-martial and dismissed the service, and it was generally believed he would have been shot but that he was supposed to be natural son of a member of the royal family. An eminent English historian (James) says of this unfortunate campaign. "It showed the advantage of noticing, in a proper manner, the first symptom of shyness that an officer discovers. Had some little qualm of this kind, which notoriously affected Lieutenant-Colonel Whitelocke at Saint-Domingo, stripped him of his uniform, Lieutenant-General Whitelocke would not have been present at Buenos Ayres, to sacrifice a gallant army and cast slur upon the British name."

Such was the detestation of Whitelocke's name that for some time afterwards there was a common toast "Success to grey hairs, but bad luck to white locks." The disgraced general many years later bought an estate in one of the midland counties of England; and happening one day to halt at the village inn he invited the landlord to a glass of wine; but as soon as the latter learned the stranger's name he threw down the glass and the general's money, saying he would neither drink with a traitor nor take his money. In Buenos Aires it is generally believed that Whitelocke

sold himself to Liniers, but this is a groundless supposition. Neither is it true that the assaulting columns were deprived of flints for their muskets; this only happening in the case of the Connaught Rangers, which gallant regiment was almost annihilated owing to such circumstance.

The trial of Sir Home Popham by court-martial resulted in a severe censure for having undertaken the conquest of Buenos Ayres without authority. Gen. Beresford took no part in Whitelock's expedition, but proceeded to seize Madeira. Colonel Pack on the part of the 71st regiment sent from England a present of a clock to the Recoleta friars, for their kindness towards the wounded.

CAP. XIV.

HIBERNO SPANISH NOTABLES.

It is a remarkable coincidence that Mexico, Peru and Chile were governed by viceroys of Irish birth in the critical period preceding the Independence, although Spanish law forbade such office to any but Spaniards born. It was in recognition of gallant services in Spain, in combination with the Duke of Wellington, that Gen. O'Donoghue was made Viceroy of Mexico, but the elevation of O'Higgins to a similar rank in Peru was due to the splendid talents of administration already displayed by him during 20 years of service in Chile.

Ambrose O'Higgins, the "great Viceroy", was born at Summerhill, Co. Meath, in the year 1720 and in his

youth was page in the household of the Dowager Countess of Bective, on whose estate his father was a peasant farmer. An uncle or cousin of the youth was one of the chaplains at the Court of Madrid, and at his expense O'Higgins was educated at a college in Cadiz, from which his uncle sent him to Peru. After some years devoted to commerce he found affairs go so ill that he entered the Spanish engineer corps, and was appointed captain of engineers in 1769 with a commission to strengthen the fortifications of Valdivia. His talent and energy soon became apparent to Governor Balmaseda, Capt. General of Chile, who intrusted him with a force of 600 militia and 25 dragoons to chastise the Pehuenches Indians. With this force he scoured the country as far as Antuco volcano, until the men mutinied, either because their commander was a foreigner, or deterred by the nature of the campaign: after building a fort at the Antuco pass O'Higgins was obliged to return to Concepcion. His next service was the relief of Arauco, which place was besieged by 2,000 Indians under Calicura.

Morales, who succeeded Balmaseda, gave O'Higgins a flying column for the protection of the frontier, and so well did he acquit himself that Governor Jaurreguy, the successor of Morales, gave him the rank of Lieut.-Colonel, and requested him to induce the Indians to send 4 envoys to Santiago, who should always reside there and arrange all dealings with the Spaniards. O'Higgins possessed extraordi-

nary influence over the Araucanians; accordingly the embassy arrived at Santiago in April 1774. This gained for him the rank of Commander-in-Chief of the frontier, in which capacity he made his headquarters at Los Angeles; and having the previous year (1777) punished some marauders he began to win over all the tribes by conciliation. To some he gave horses, to others cows and farm-implements, on condition of their adopting a settled life. The wisdom of his policy was recognized in a letter from the King of Spain, conveying to him the grade of Colonel, with a patent of nobility as Count of Ballenar. Soon afterwards we find him installed Governor of Concepcion; and on May 26th 1788 Acevedo handed over to him the Government of Chile, with a patent of Marquis bearing the King's signature.

Gen. Ambrose O'Higgins, Marquis of Osorno and Count of Ballenar, made his triumphal entry into Santiago, and assumed the reins of power just 19 years from his first appearance in Chile as an officer of engineers.

He began his administration by reforming the Law courts and other branches of public service at Santiago. On the approach of Spring he set out (Oct. 21st) for a tour of inspection of the northern Provinces which had not been visited by any viceroy or governor since the conquest. At Aconcagua he made huts to shelter the couriers and travellers from snowstorms. Having visited Quillota and Coquimbo he

embarked in the *Aguila* frigate for Copiapo, where he settled some troubles of long standing. Returning overland he rode through 50 miles of country utterly uninhabited, and near the Andes founded the picturesque village of San Ambrosio de Ballenar, which still preserves his name. He returned on May 9th 1789 to Santiago, thus completing the circuit of the Kingdom of Chile in 6 and a half months. His chief care was to encourage agriculture, for which purpose he not only distributed gratis seeds of rice, cotton and sugar, but aided all the humbler classes to break through the unjust system of land-grants and monopolies given by previous rulers to certain Spanish adventurers. The Changos Indians sang greetings of welcome as he passed, and the poor peasants in every district evinced similar rejoicing.

Highways being all-important for commercial and industrial development he next turned his attention to this subject. He founded the city of Santa Rosa de los Andes, and resumed the working of the Pedro Nolasco silver-mines on the Uspallata route, in order to facilitate the traffic over the Andes to Mendoza and Buenos Ayres. He employed a number of Indians under Spanish engineers to make a road from Concepcion to Chiloe, and ordered the Governor of Concepcion to take measures for rebuilding the ruined city of Osorno, on the Guilliches frontier.

These works of improvement were suddenly interrupted by alarming news from Spain, that war with

England was imminent. O'Higgins repeatedly expressed his confidence that no war would ensue, but added "the King shall see at any rate that I have Chile prepared for any occurrence." He proceeded to put the various ports in a proper state of defence, and to train the militia companies. In Sept. 1790 he visited Valparaiso, and caused new batteries to be thrown up on the south side of the bay. Before the close of the year he had inspected Talca and other ports, and returned to Santiago, where he received despatches from Madrid announcing the treaty made with the English. One of the clauses of the treaty gave him much offence, that which allowed English vessels to fish on the coasts of Chile and Peru.

In the following year (1791) he sent Col. Puente to make bridges and refuge huts at the passes in the Andes; while another band of engineers was repairing the great highway between Valparaiso and Santiago. Import dues were imposed on foreign sugar, with the double object of providing revenue for public works and encouraging native sugar.

Sanitary improvements had been so much neglected at Santiago that the water-supply was derived from an open canal full of impurities. O'Higgins constructed a covered aqueduct, and at the same time made side-walks along the principal streets. About this time a jealousy arose between the Spanish troops and the militia about the use of uniform, the former protesting against extending such a privilege to Cre-



oles and half-breeds; the Governor with his usual wisdom, settled the difficulty, giving native troops different facings. In his body-guard he had some Irish dragoons.

The Indians had for some years faithfully observed the treaty of Lonquilmo, but a visitation of small-pox made such fearful ravages among them that some tribes were nearly extinct, and the survivors reduced to such poverty that they had to resort to the old practice of cattle-stealing. Physicians had been sent from Nacimiento, but the Indians would not receive them, saying they preferred herbs and other domestic remedies. The principal Cacique wrote to the Governor of Concepcion—"Tell the Captain General that if he do not at once come here himself all our people will relapse into barbarism." The Huilliches were already on the war-path, having been seduced by a traitor who shewed them a forged letter which he said he had found in a priest's breviary, declaring the Indians must be exterminated. One poor missionary was dragged to death at a horse's tail, and a Spanish officer was torn asunder, tied to 4 horses.

O'Higgins promptly wrote to the governor of Valdivia not to retaliate upon the Indians; as he felt convinced these troubles arose from long-standing jealousies between the Spaniards of Valdivia and Chiloe, about limits. At the same time he issued (Nov. 1792) an invitation to the Caciques of Angol, Colhue, Quechereguas and some other tribes to meet

him in a friendly conference at the island of Laja. He arrived at Los Angeles on Dec. 24th, immediately summoning the Bishop of Concepcion and all the heads of Missions to accompany him, with a small Spanish escort, to Laja, while the various Caciques were being induced by Jualican to proceed to the rendezvous.

At sunrise on March 4th the parliament was opened in presence of 180 Caciques, 347 minor Indian warriors, and the civil and military staffs of the Capt. General, who took his seat amid great display and a salvo of artillery. Interpreters were then sworn, after which O'Higgins read aloud a protocol of 15 articles, laying down the amicable desires of the Spanish Government. This received the unanimous assent of the Indians. The first Cacique who spoke was Lebuepillan, who accepted the terms for himself and 83 other caciques. He was followed by other Indian statesmen, who also accepted, and the first day's session closed at two hours before sunset. Next day 98 caciques swore perpetual friendship to the Spaniards, and on the 3rd day the conference concluded with an impressive speech from O'Higgins, who gave numerous presents of the most useful description to the various tribes, and was compelled to receive the embraces and flattering acknowledgments of more than a hundred Caciques. The Capt. General's secretary, Reyes, gives colored drawings of the Indian warriors and their costume, on the occasion.

Having arranged so important a matter he again turned his attention to public works: these caused an annual deficit of \$62,000, which could only be met by creating an import duty on Paraguay yerba-mate and Peruvian tobacco. The Viceroy of Peru put a veto on the new taxes, and by his influence the King was prevailed on to write to O'Higgins, reprimanding him for having created new taxes.

O'Higgins wrote back to the King that without good finances good government was impossible, that he had abolished useless tolls which were a bar to industry, and that unless His Majesty consented to the Tobacco tax there would be no means for paying the army, upon which depended public security. The King yielded to such arguments and consented to the Tobacco tax. This strengthened the position and popularity of O'Higgins, whose long career had been a constant struggle against the jealousy of the Spanish officers around him, including the Viceroy of Peru, who regarded him as a foreign adventurer. "Never was there," says the historian Gay, "a ruler more devoted to Spanish interest, more zealous for the development of Chile, more remarkable for magnanimity and forgetfulness of self, than this man of Irish birth; his enlightened policy reflects lustre upon the Spanish name, and the many great works accomplished by him are enduring proofs of his genius and activity."

O'Higgins lost none of the hereditary virtues of

his race by his long residence in Chile ; in proof of this we find the British Admiral Vancouver relates the princely hospitality with which he was treated by the Captain General on his arrival at Valparaiso, in 1795, although the expedition to Nootka Sound, confided to Vancouver, was in a manner hostile to Spanish interests. O'Higgins not only invited the British Admiral to Santiago, but sent two Irish dragoons of his body-guard to act as interpreters on the journey. It may not be out of place to observe that the Captain General always preserved a kindly feeling towards England and Englishmen, and sent his only son Bernardo (the future founder of Chilian Independence) to be educated at Richmond, near London.

In Nov. 1795 he embarked at Valparaiso in the *Astrea* frigate to visit the southern ports : at Concepcion he took on board the Bishop, who accompanied him to Valdivia and Chiloe, the people in those remote parts having been a long time without seeing a prelate. O'Higgins had on board 430 colonists and 200 soldiers for the proposed settlement of Osorno. This was an ancient city now in ruins, founded by Marquis de Cañete, in 1558, as a frontier post against 150,00 Indians. During two centuries the Indians had prevented all efforts for rebuilding the city, but now they offered no opposition. On January 13th 1796 O'Higgins began the work of re-construction, on the ruins of St. Matthew's church (temp. Gregory

XIII.), and in a weeks left the new town considerably advanced, with its 630 inhabitants.

There is still extant O'Higgin's letter to the King of Spain, where he describe this part of Chile and his labors here: "The country (he says) resembles Flanders, being thickly wooded. The climate is wet and harsh, just the country for raising a robust and hardy population. The soil produces wheat, beans, potatoes etc. in abundance. I have opened a road 50 feet wide from Osorno to Valdivia, through 100 miles of wood and mountain, and I am pushing on another road to Fort Maypu, half-way to Chiloe."

The fortifications of Valdivia being out of repair he expended \$10,000 in improved works, and sent an officer named Alava to refit 100 heavy guns, most of which were dismounted or otherwise disabled. The old chronicles tell of the enthusiastic reception given to O'Higgins on his return to Santiago, March 28th 1796.

A month later he received letters from the King of Spain appointing him Viceroy of Peru. He left Santiago on May 16th, amidst the regrets of the citizens, and made his triumphal entry into Lima on June 6th. Thus, says Gay, he was invested with the highest rank in the New World 33 years after landing on its shores as an obscure stranger, having risen step by step through force of talent and integrity, without friends or favor, nay in spite of the jealousy of all around him.

His viceroyalty lasted only 5 years, for he died at Lima March 18th 1801, at 81 years of age. Numerous works in Peru preserve his memory, especially the annals of the Viceroys from Pizarro down to his own time. Beyond all question O'Higgins was the most remarkable of our countrymen that ever set foot in South America; he possessed all the genius of Raleigh, without his shortcomings. Spain may one day erect a statue to "the great Viceroy," as England has done to Lord Clive, or as Chile has done to Bernardo O'Higgins, who was second only to his father in his zeal for the public welfare and in those other qualities that constitute a statesman and a patriot.

Respecting O'Donoghue's brief term of rule in Mexico, we cannot here refer to it, as it does not belong to South America; nor stay to enquire whether he was poisoned or he died of fever: suffice it to say that the splendor of his funeral obsequies seemed to indicate how deeply the nation loved him. Two of his nephews had fallen victims to yellow fever at Vera Cruz, on landing from Spain, and the Viceroy died suddenly at Mexico, Oct. 8th 1821.

Gen. O'Reilly, who commanded the Spanish army at Cinti against the patriots under Gen. Belgrano, was of Irish extraction, and may have been related to Count O'Reilly, for some time Commander-in-chief in Spain. He was beaten by Gen. Arenales near Arequipa, Nov. 1820. Although he behaved throughout the campaign with great valor he was unable

to uphold the falling fortunes of the Spanish Crown, and was so affected by the triumph of the S. American colonies that in a fit of temporary insanity he leaped overboard from the vessel in which he and other Spanish officers were returning to Spain.

Field-marshal Coppinger, descended of a respectable Cork family, does not properly belong to this book, as his services were in Mexico. He had been some time a Brigadier General in the Spanish army, and was last defender of the fort of San Juan de Ulloa: his bravery on this occasion earned him a Marshal's baton.

Col. Fitzgerald, an old Spanish officer, defended Angostura in several sieges, against the patriot army of Venezuela. At last such was the famine among the garrison that 3 silver dollars were paid for a cat. He succeeded ultimately in retiring in good order with his troops to Grenada.

Capt. Charles O'Hara, commanded an expedition, which was sent by Governor Viana from Montevideo, 6th March 1761, to destroy the old land-marks of Rio Negro and Chuy, between the dominions of the Spanish and Portuguese Governments. The officer next under him was Lieutenant Charles Morphy. The expedition executed its orders, and returned to M. Video on May 23rd 1761, having suffered great hardships, and lost most of the provisions and ammunitions in crossing flooded 'arroyos', in which also most of the horses perished.

Lieut.-Col. Charles Morphy, Governor of Paraguay in 1766, was doubtless the same who served as subaltern in the above expedition of O'Hara. He suppressed a revolution in Corrientes, headed by one Casafuz and was charged by his enemies with witchcraft and cruelty, as shewn in his complaint to the King of Spain against some clergymen of Asuncion; in his address to the King he mentions that he was already 35 years an officer in the Spanish army. He was probably son of one of the Irish officers who went to Spain after the fall of Limerick, A. D. 1690.

Besides the above Irish officers in the Spanish service who figured before the revolution I may here add the name of Major Thompson, who commanded the fortress of Itapua for Governor Velazco of Asuncion in 1810, when Gen. Belgrano with a B. Ayrean army invaded Paraguay. Some 12 years later I find a Col. Thompson sent from B. Aires on a secret mission up the Paraná, with a sum of 20,000 dollars; but his after fate does not appear. We shall see in later times another Col. Thompson, who played a much more important part in the destinies of Paraguay.

PART II.

WAR OF INDEPENDENCE.

CAP. XV.

THE AID OF ENGLAND.

Núñez mentions a prophecy written on the ancient temple of the Sun at Cuzco, that the delivery of South America would be effected by a nation called English. Such prophecy was destined to be fulfilled, for this continent in a great measure owes its emancipation from Spanish yoke to the co-operation of the Government and people of Great Britain. Canning declared from the Ministerial bench in the House of Commons “that he called á new world into existence to redress the balance of the old”, and so warmly did he espouse the cause of South America that the London capitalists freely opened their coffes

to the agents of the new Republics, while thousands of gallant soldiers of fortune placed their swords at the service of Bolivar and the other patriot leaders. Even before Canning the Pitt administration had lent encouragement to Gen. Miranda, who made several visits to England on behalf of Venezuela; and one of the results of Miranda's efforts was Sir James Cockburn's special mission to Caracas, in 1808. Miranda was unjustly thrown into a dungeon by the Venezuelan patriots, and died in chains.

Five years later the first expedition of English volunteers arrived under Gen. Mac Gregor, and in the interval from 1813 till the close of the war, in 1824, nearly 5,000 British subjects fell fighting under the banners of Independence.

If we can rely on Lord Palmerston's statement the various Spanish American republics cost Great Britain the enormous sum of 150 millions sterling, including such of the loans effected in London as are still unpaid.

It is, however, by the achievements of British commanders in the fleets and armies of S. America that the memory of Britain's aid to the patriots will be preserved in history. In the course of the following chapters I shall have to narrate many glorious deeds of warfare performed by my countrymen, reflecting no less lustre on the banner under which they fought, than on the heroic soil from which they sprung.

Admiral Brown destroyed the Spanish naval power

on the eastern side of this continent; while Lord Cochrane did the same on the West Coast.

O'Higgins and Mac Kenna covered themselves with glory at Rancagua and Membrillar in Chile; at the same time that Mac Gregor was driving the Spaniards out of New-Granada.

The decisive battle of Ayacucho was won by Gen. Miller, who thereby earned the distinction of Grand Marshal of Perú; and we have the testimony of Gen. Bolivar that the hard-fought victory of Carabobo was due to the bravery of the Anglo-Irish Legion. "Hail! saviours of my country" was the exclamation of Bolivar, as the little band of 600 survivors marched past after the battle.

"It is worthy of remark" says a recent writer, "that not only did England send out ample supplies of money and arms to South America, but that also the valour of her sons was mainly instrumental in securing the independence of South American Republics. It was the steadiness of the British legion that gained the battle of Carabobo (June 1821) and decided the independence of Colombia; and the cavalry charge of Gen. Miller at Ayacucho procured the great victory which destroyed the remnant of Spanish dominion in Peru."

CAP. XVI.

ADMIRAL BROWN.

This distinguished commander, whose exploits may be ranked, like those of Nelson, “above all Greek, above all Roman fame” was born at Foxford, Co. Mayo, Ireland, on the 22nd of June 1777. His father was a small farmer, and having some friends in Pennsylvania the family emigrated in 1786, our hero being then in his 9th year. The father’s friend had just died of yellow fever, and a few days after his arrival the father died of the same sickness. A ship-captain who was about to sail from Philadelphia was struck with the intelligent look of the Irish orphan, and offered to take him as cabin-boy, an offer that was promptly accepted. During 20 years he seems to have voyaged to many countries: at one time we



find him at Archangel. During the Napoleon wars he commanded an English merchant-vessel, and being captured was sent prisoner to Metz. He escaped from this fortress in the dress of a French officer, but was re-captured after some days and sent to Verdun. Here he occupied the cell immediately over that of one Col. Clutchwell, and making a hole in the floor and another in the roof, he contrived not only his own escape but that of his friend also. They wandered for some days in the forest of Ardennes, subsisting on pieces of dry chocolate. Clutchwell was so exhausted that Brown had to carry him, till they reached the banks of the Rhine.

Having arrived safely in Wirtemberg they told their adventures to the Grand Duchess, who was an English princess and felt such an interest in them that she provided them with means to reach England. In 1809 Brown married an English lady of good family and education, who was the happy genius of all his after life. Having purchased the French corsair *Grand Napoleon*, which he called the *Eliza*, he resumed a sea-faring life; but a stupid pilot caused him to lose his vessel at Ensenada. He was fortunate enough to save the cargo, which he put into carts and sold through the Provinces. Then crossing over to Chile he bought the schooner *Industria*, and established the first regular packet between Montevideo and Buenos Ayres. He next sent to England for his family, and buying some ground at Bar-

racas, 2 miles from the city, built a handsome English cottage, which became his home for more than 40 years.

Brown had been here two years when the patriot Government offered him command of a squadron to commence hostilities against the Spanish navy, master of all the coasts and waters of South America. He was made Commodore, with the rank and pay of Lieut.-Colonel, in Feb. 1814, the squadron being made up of the *Hercules* (an old Russian trader of 350 tons), the *Zephyr* (English brig of 220 tons), and the schooner *Nancy*. On the memorable 8th of March 1814 Brown sailed out of the port of Buenos Ayres to commence a campaign which was destined to destroy the Spanish navy in this part of the waters of the New World: his flotilla was as follows:—

Hercules, 32 guns, 200 men.

Zephyr, 18 do, 120 do.

Nancy, 10 do. 80 do.

Crossing over to Colonia his object was to wrest from the Spaniards the island of Martin Garcia, so often termed the Gibraltar of La Plata. He was reinforced on March 10th by Capt. Seavers with the *Julietta*, 7 guns, 60 men, and three smaller craft. Next day he bore down for the island, where the Spanish fleet comprised 9 vessels armed with 18 and 24 pounders, under the command of Admiral Rome-rate, who had fastened all his vessels in a line, under a shore battery. Brown's pilot was killed by

the first shot from the enemy, which caused the flagship to go aground under one of the island batteries. At the same moment Cap. Seaver was killed, and this so dispirited the rest that all the vessels drew away, leaving the flagship single-handed to fight the enemy, which she did at great disadvantage till next morning, when the tide floated her off. Brown had lost half his ship's complement between killed and wounded; among the former were Capt. Smith and Lieut. Stacey. The Hercules was hulled in 82 places, and being run aground near Colonia was hastily repaired with lead plugs and canvas steeped in tar. Then taking aboard 45 new hands at Colonia the little fleet again steered for Martin Garcia, March 16th, and the next day the Commodore landed 150 men under a hot fire from the batteries, and charged the enemy with such fury that the Spanish garrison precipitated itself in great confusion to its ships, leaving all the stores and baggage to the victors, besides a number of invalids and women. Admiral Romerate, of whom Brown said he never met a braver man, was then forced to retreat up the Uruguay; Capt. Thomas Norther pursued him closely to Concepcion, where Norther was killed by a shot from a shore battery, and the Tortuga was blown up by her crew, sooner than surrender to the Spaniards, everyone on board perishing.

Brown was received with great rejoicings at Buenos Aires, where the news of this first naval achieve-

ment was regarded as a happy omen for the result of the war of Independence. Within 20 days he again left port, this time to blockade the Spaniards at M. Video; his flotilla consisting of—

Hercules, flag-ship, 32 guns.

Belfast, Capt. Oliver Russell, 18 do.

Agreeable, Capt. Lemare, 16 do.

Zephyr, Capt. King, 18 do.

Nancy, Capt. Leech, 10 do.

Julietta, Capt. Mc. Dougald, 7 do,

Trinidad, Capt. Wack, 12 do.

At this time Gen. Alvear was besieging Montevideo by land, and the blockade soon reduced the garrison to such straits that on the night of May 13th Lieut. Gibson of the Hercules informed the Commodore that the enemy was going to attack, signals having been made in port.

Next morning the Spanish fleet of 13 vessels formed in line of battle under the Cerro, in this order:

	guns	men
	—	—
Hyena, Admiral Sierra,	18	150
Mercurio frigate,	32	250
Neptuno, Vice Adm. Posadas,	28	200
Mercedes,	20	150
Palomo,	18	145
San José,	16	130
Cisne,	12	95

and six armed schooners. Brown made a feint of

retiring, in order to draw out the enemy from shelter of land, and when the Spanish fleet had pursued him southward for two hours he contrived to get between the enemy and the port. After an hour's firing the fleets separated, Brown's approaching the Buceo; here the enemy captured the schooner San Luis, whose commander, Clark, threw himself into the sea and was drowned in trying to swim ashore. The schooner was recovered same evening. At nightfall the hostile fleets were a league apart, but next morning the Spanish vessels were no longer visible. On the following day (May 16) they were found near Lobos island, and Brown bore down upon them so closely that at the enemy's first shot his leg was fractured by a cannon-ball. The enemy fled precipitately, but was intercepted by the Hercules and Belfast, which captured the Neptuno, Palomo and San José; the rest escaping while Brown was taking possession of his prizes. Next morning he overtook 3 more vessels of the enemy close to the Cerro, whereupon the crews escaped ashore after setting fire to the vessels. The Mercurio and two schooners entered port, pursued by Brown's flag-ship to the very batteries, whereupon the Spanish garrison rang the church bells, thinking their fleet had captured the Hercules, but soon they were astounded to see Brown dress his ship with bunting and fire a salute of 21 guns for the destruction of the Spanish fleet, which decided the fate of Montevideo, obliging] the] Gover-

nor to send proposals next day to the Commodore for an armistice.

Leaving Capt. Russell with 5 vessels to continue the blockade Brown proceeded with the rest of his squadron and his prizes to Buenos Aires, where the people and authorities combined to heap honors upon him. The Cabildo gave him a banquet at which, besides all the men of position in Buenos Aires, there were present most of the Englishmen and their wives. Although Brown had still to use crutches he caused himself to be carried again aboard the *Hercules*, and set sail for Montevideo. While pressing the blockade of this port he landed all his available men under Cap. Kearney, to reinforce Gen. Alvear's besieging army. Governor Vigodet capitulated on June 20th, surrendering an immense quantity of war-material, and remaining Brown's prisoner aboard the flag-ship some 15 days, until allowed to return to Spain in the brig *Nancy*. The treatment that he received from his generous conqueror was what he might expect, but his gratitude and astonishment were equal when Brown presented him from his own pocket with 30 gold ounces for his expenses on the homeward voyage.

While the victorious squadron was embarking the artillery and stores captured at Montevideo its heroic commander returned to Buenos Aires to have his wounds attended to. He had already been promoted to the rank and pay of a Colonel, but the patriot Gov-

ernment resolved to prove its sense of his services, and presented him with the flag-ship *Hercules*, in a flattering letter which also conveyed to him the rank of Admiral (July 1814).

Brown's next enterprise was to destroy the Spanish fleets in the Pacific, for which purpose he refitted the *Hercules* (now his own property) at Ensenada, carrying 20 guns and 200 men, and prevailed on the Government to give him 4,000 dollars to fit out the brig *Trinidad*, under the command of his brother, Michael Brown; with 16 guns and 130 men. Having taken a supply of provisions for 6 months he sailed, Sept. 15th 1815, for Cape Horn, followed a few days later by his former second-in-command, the gallant Oliver Russell, in a fine, new American schooner; but the latter was never more heard of.

Such fearful weather was encountered off Cape Horn that the Admiral had to take shelter between some islands to refit his battered ships, taking out the guns and supplies. Here he was joined by the *Falcon*, Capt. Buckard, and the 3 vessels set sail for Callao, where Brown made a daring attempt to cut out the Spanish vessels from under the batteries. His flag-commander, Chitty, seized a gunboat and was badly wounded, but had to abandon his prize as she was chained to a frigate. Brown's loss was 30 men between killed and wounded; he succeeded in sinking the Spanish corvette *Fuente Hermosa*, while the batteries kept up a hot fire for two hours to protect

their vessels. Brown then proceeded to Guayaquil for provisions. Leaving his 7 prizes in charge of Capt. Chitty he ascended the Guayaquil river and at midnight, Feb. 8th 1816, assailed Fort Piedras, carried it after an hour's fighting, spiked a battery of 12 heavy guns, and demolished the works. Next day he seized another battery in front of Guayaquil, but his vessels going aground and the landing party getting drunk in the liquor shops the Spaniards had time to recover from their surprise and boarded the Trinidad. Lieut. Nelson was killed at the Admiral's side, the boarders giving no quarter, whereupon Brown rushed to the magazine with a brand, to blow up all on board. The enemy fell back and Brown capitulated, the terms being arranged through two Spanish officers and two English merchants.

The Spanish soldiery robbed Brown and his men of their clothing, which obliged our hero to go ashore wrapped in the bunting of his vessels, until the Governor sent him some clothes, with a polite invitation to dinner. In a few days Michael Brown appeared before the city and threatened to shell the place if his brother and crew were not released. This led to an exchange of prisoners, Brown restoring some of his prizes. He weighed anchor from Guayaquil, February 23rd 1816 with the Hercules, Falcon and two prizes; but Captain Buchard insisting on returning to Buenos Aires drew lots and won the two prizes, leaving the Falcon with Brown.

Next day the Admiral proceeded to San Buenaventura to refit, and in doing so the Falcon capsized and was lost. He had despatched Dr. Handford inland in quest of supplies, but learned after 6 weeks that the Doctor had fallen ill of fever; and as the Spanish forces of Morillo were approaching he hastily procured some poultry, maize and fresh water, and set sail for Galapagos Islands. Arriving in June at Abington with his crew almost starving he had the good fortune to catch 70 turtles weighing about 150lbs. each, and with this supply undertook the return voyage of nearly ten thousand miles to Buenos Aires.

This was one of the most perilous journeys ever undertaken, for his vessels were so leaky that he had to throw many things overboard, and keep the pumps constantly at work; while the men's rations were reduced to one biscuit and 8 oz. of turtle daily. Having safely doubled Cape Horn and killed his last turtle he resolved to steer for the Falklands, but encountered such bad weather that he had to proceed towards the River Plate. Luckily he fell in with the brig Fanny of Falmouth, homeward bound, which gave him supplies and the information that a large fleet and army of 10,000 men were hourly expected from Europe. After a conference with his officers it was agreed to make for the West Indies, and on Sept. 25th 1816 the Hercules cast anchor at Barbadoes. Here she was seized by Capt. Stirling, H.M.S. Brazen, and condemned by a local court as a good

prize. Brown appealed to the British Admiralty, which decided in his favor, but awarded one-half the value of the Hercules to the Spanish Government, the other half to Brown. Such was the close of his first campaign, which lasted 2 years and 6 months, and had for result the destruction of the Spanish naval power in the River Plate, besides co-operating with the efforts for independence on the West Coast.

CAP. XVII.

***BROWN'S CAMPAIGN AGAINST
BRAZIL.***

An interval of nearly ten years occurs before we again find Brown in active service. On the 12th January 1826 the Government of Buenos Ayres published a decree for Major General Brown to take command of the fleet, against the Brazilian flotilla under Admiral Lobo, who was blockading the port for 20 days previous. Brown hoisted his flag in the schooner *Balcarce*, 14 guns; sallied forth at daybreak on the 15th, and captured a gunboat and transport which he cut off from the rest of the blockading squadron, within cannon-shot, and towed into B. Ayres amid the cheers of the citizens, who watched the manoeuvre from the house-tops. Such was the

'eclat' caused by the event that numbers of distressed English and French colonists, as well as Paraguayans and Correntinos volunteered for the campaign, and the Government buying several vessels for Brown he was able to take the sea against the Brazilians on Feb. 8th 1826, with the following squadron, his flag-ship being the first named—

25 de Mayo, Capt. Parker, 28 guns, 200 men.

Belgrano, do Azopardo, 16 do, 80 do,

Congreso, do, Mason, 18 do, 120 do,

Republica, do Bouzely, 18 do, 120 do,

Balcarce. do Ceretti, 14 do, 80 do,

Sarandi, do Warms, 1 do, 60 do,

also 12 boats carrying one gun each, under Capts. Espora and Rosales. The Brazilian fleet was much more powerful and better disciplined. Nevertheless at 3 p. m. next day (Feb. 9th) Brown resolutely engaged the blockading fleet his flag-ship being for over an hour forced to keep up the fight single-handed, as the Belgrano, Republica and Sarandi sheered off out of range. The enemy tried to capture the gunboats, but Brown got all his vessels safe into port, and Capts. Azopardo, Bouzely and Warms were removed from their command by order of Government for failing to support Brown. On Feb. 22nd he again put to sea in quest of the enemy off Point Indio, but the latter clapped on all sail and escaped; this induced Brown to make an attempt to capture Colonia (Feb. 27th), when he burned some Brazilian vessels under the

batteries, but one of his own went aground and 3 gunboats fell into the enemy's hands, which crippled his operations; and having received despatches from Buenos Aires to abandon the attack on Colonia he returned to port without other result than having prevented the enemy from making a fort on Martin Garcia, where several Brazilian guns fell into his possession.

It must be borne in mind that at this period Brazil possessed a formidable fleet of 80 vessels, the largest a 74 gun ship, the next in order being 10 frigates, and the rest corvettes, gun-brigs etc; enough to overawe most naval commanders, but not a man of Brown's temper. Another Brazilian flotilla appeared before Buenos Aires on March 15th, and Brown went out to attack it with 3 vessels; but the enemy retired, and as Brown's vessels needed repairs he spent a fortnight in refitting before he again put to sea, intending to surprize the Brazilian frigate Nitherohy, 68 guns, commanded by Capt. Norton.

The attempt was unsuccessful owing to two of Brown's vessels failing to obey orders. On the morning of May 2nd the hostile fleets were ranged in front of each other, the Argentine consisting of 4, the Brazilian of 16 vessels, close to the Ortiz Bank. Brown's flag-ship and the Nitherohy went aground, and in this situation fought desperately, broadside and broadside. Towards sundown the Brazilian fleet left the Nitherohy to her fate and Brown was also

abandoned by two of his vessels; but subsequently both combatants floated off, the Nitherohy joining her comrades at Montevideo, and Brown returning to Buenos Aires (May 10th).

So enraged was the Brazilian Government at the ill success of its arms against Buenos Aires that the Emperor commissioned Admiral Lobo to make a final effort to destroy Brown's flotilla. Accordingly on May 23rd a fleet of 20 imperial war-vessels appeared off Buenos Aires. Two days later Brown sallied out to attack so formidable a force, all the house-tops being crowded with people. It was the national anniversary of Buenos Aires. The battle began at 3 p. m. and raged with incredible fury for more than an hour, when the enemy beat a retreat, pursued by Brown till nightfall: his loss on this eventful day was only 14 hors-de-combat. This was the prelude to a still more glorious affair on the 11th June, in which the Brazilian fleet counted 31 vessels; and Brown's only 4, besides 6 launches carrying one gun each. Fortune again favored the republican arms, for after some skilful manoeuvres Admiral Brown threw the imperial squadron into hopeless confusion and put them to flight, amidst the ringing cheers of the citizens along the beach. Brown was welcomed in the most rapturous manner, and a few days later the ladies of Buenos Aires presented him with a richly embroidered banner, which however he presented to the College of Arts and Industry.

For a third time the Brazilian fleet, now 22 vessels, returned on July 29th, to take up its position in front of Buenos Aires. Brown was in hourly expectation of 3 vessels recently purchased in Chile, mounting altogether 100 guns, and manned by 1,000 seamen. He could not, however, suffer the sight of the enemy's ships, and accordingly weighed anchor next morning to attack them. As too often happened his subalterns were frightened at the overpowering force of the Brazilians, and he was left for 3 hours to fight single-handed 20 vessels by which he was surrounded. His flag-ship was swept by the enemy's fire and reduced to so helpless a condition that the Caboclo attempted to board her, but a rumor got current among the Brazilians that Brown would blow up his ship if hard pressed, and this probably was the cause of his safety. Capt. (afterwards Admiral) Grenfell commanded one of the Brazilian frigates, and lost an arm in this engagement. It was a drawn battle, Brown transferring his pennant to the *Republica*, and towing his gallant old flag-ship safely into port, along with all his other vessels. His loss was only 37 men, as during the heat of action he kept the men under hatches, knowing the enemy would never venture to board his vessel.

When the Brazilian Government and people were fondly expecting the news of Brown's flotilla having been destroyed they were, one morning, thrown into a feverish alarm by the announcement that the port of Rio Janeyro was blockaded by two Argentine war-

vessels, the Sarandi and Chacabuco. The first of these carried Brown's pennant, the second was commanded by Capt. George Bysson, being the only vessel that had arrived from Chile, of the three that were purchased by the Buenos Aires Government. The blockade caused quite a panic at the Imperial Court when it was known the cruisers had seized 3 vessels laden with coffee and a 16 gun barque, burning two of the former.

Although the blockade of Rio was only a joke of the Admiral's it filled the Imperial Government with such alarm that orders were rapidly transmitted to all the other ports to prepare such fortifications as were practicable. Meantime the Argentine cruisers sailed south, capturing several prizes, with which Brown returned in triumph to Buenos Aires on Christmas Day, after a cruise of two months, having destroyed 15 vessels of the enemy.

Commodore Norton was now despatched with 14 Imperial war-vessels in pursuit of Brown's two cruisers, and being joined by three others sailed up the River Plate, past Buenos Aires, and entered the Uruguay. Brown had only arrived the day before, but without even going ashore to see his family or Governor Rivadavia he hastily weighed anchor (Dec. 26th, 1826) with the following vessels, the first-named being his flag-ship—

Sarandi, Capt. Coe, 7 guns

Balcarce, Capt. Segui, 23 do.

Maldonado, Capt. Espora, 8 do.

Pepa, Capt. Silva, 2 do.

Guanaco, Capt. Granville, 8 do.

Union, Capt. Shannon, 10 do.

Uruguay, Capt. Mason, 7 do.

and 8 launches carrying one gun each: thus the whole fleet carried only 73 guns, to oppose a force of 17 war-vessels under Admiral Pereyra. After sundry partial engagements the decisive battle of Juncal was fought on Feb. 9th, (near Martin Garcia), in which the imperial fleet was utterly destroyed, 12 of the Brazilian vessels being captured, 3 burnt, and only two were able to escape. Admiral Pereyra was among the prisoners taken on this eventful day.

So splendid an achievement for the Argentine navy threw the people of B. Ayres into the wildest demonstrations of rejoicing: the trophies which Brown towed into port being the Brazilian flag-ship *Oriental*, 11 guns; brig *Januaria* 14; schooner *Batioca* 8; four schooners carrying two 24-pounders each; and four gunboats with two 24 or 32-pounders each. The value of these vessels was assessed by Government at 40,000*l.* sterling.

As soon as Brown had refitted at Martin Garcia and converted his prizes into Argentine ships of war he again weighed anchor, his flotilla now numbering 24 vessels. Another Brazilian fleet had already entered the River Plate, consisting of one 50-gun frigate (*Imperatriz*), 4 brigantines of 18 guns each, and 5

corvettes of about 20 guns each. The engagement took place off Quilmes, Feb. 24th 1827, and one of the enemy's vessels having blown up with 120 men, of whom none were saved but 3 picked up by the Argentine brig Sarandi, the Brazilians retreated down the river. It was said of this battle that the imperial flag-ship ought to have sufficed to blow all the Argentine vessels out of the water. Brown's loss was only 17 between killed and wounded.

Bands of music and crowds of citizens received the hero on his arrival, and taking the horses from his carriage drew him in triumph to his residence. Congress ordered the thanks of the nation to be presented to him by Government, and two months extra pay to the officers and men who served under him, besides casting medals to commemorate such brilliant services.

After a brief repose of six weeks Brown received orders to proceed with 4 vessels to sweep the Brazilian coast, but falling in with an imperial fleet of 17 ships off Ensenada a desperate fight ensued in which two of his vessels unluckily got aground. The combat lasted two days, the republicans defending themselves with great valor until some of the vessels had fired their last round, when the enemy captured the Independencia, the rest of the fleet returning to Buenos Aires in a shattered condition, but unmolested by the enemy. In this battle Brown lost one of his bravest officers, Capt. Drummond, commander of the Inde-

pendencia, and was himself wounded by a piece of canister.

Another blockade by the imperial squadron quickly followed, the enemy taking courage from the crippled condition of Brown and his vessels. Nevertheless the Admiral lost no time to hoist his flag in the brig *Januaria* (captured last year from the Brazilians) and proceed with 8 vessels and 3 armed launches to try and surprize the enemy off Ensenada. The result was the escape of the Brazilians; but they left one armed brig and 7 prizes to fall into the captor's hands.

In Sept. 1827 Brown led a flotilla of 5 vessels against the Brazilian fleet at Montevideo, which he surprised by coming into port with the U.-States ensign. He routed the enemy, but almost involved himself in great trouble by firing on an English war-vessel by mistake. Happily Capt. Bingham saw it was an accident and accepted Brown's apology instead of firing on the gallant little vessels that were earning so much glory for the republic.

Lord Ponsonby being soon afterwards sent by the British Government to negotiate a peace between the combatants the Argentine commissioners Gen. Guido and Gen. Balcarce, proceeded to Rio Janeyro in the English packet *Red Pole*. Meantime Brown had another fight with the Brazilians at Ensenada in which he avenged the loss of the gallant *Drummond* who had fallen in the previous battle here: the loss

of the enemy was never known, but they retired with a large number of killed and wounded, Admiral Norton having lost an arm.

Governor Dorrego had already sent a commissioner to buy some arms and vessels in the U.-States, but Brown, fearing that Brazil might at any moment break off negotiations, called upon the citizens to subscribe for the purchase of vessels on the spot, heading the list with his own name. This call met with such alacrity on the part of Argentines and foreign residents that in a few days 4 vessels were purchased and added to the fleet.

The treaty of peace was signed at Rio on Aug. 27th 1828, and the ratifications were duly exchanged at Montevideo on Oct. 4th of same year, Admiral Brown being Argentine Commissioner on the occasion. This may be regarded as the close of our hero's career, as it was of the war with Brazil, after a duration of nearly 3 years. It is impossible not to feel a lively admiration for the skill, courage and perseverance of Brown in keeping so long at bay the great naval power of Brazil, which had at one time 50 war-vessels in the River Plate. The republican fleet consisted of a few small craft, ill-paid, ill-supplied, ill-armed. Brown often complained that his powder was so weak it would hardly carry to the enemy's ships. His crews were a strange mixture of milkmen, butchers, broken-down colonists, beach-rangers, boatmen, Paraguayans, etc; yet with these men he won

his victories. Not so when the Government manned some of his vessels with criminals and convicts, against which he vainly protested: on one occasion these convicts mutinied and killed Capt. Smith, a brave officer; on another they plundered and set fire to one of Brown's vessels in sight of the enemy.

Numberless anecdotes are told of Brown, some of which are certainly true; such as attacking and capturing a grounded Brazilian vessel with cavalry, the enemy's guns being pointed too high to reach the assailants. It is said he came short of shot once at Montevideo, and when the fire slackened he remembered some hard Dutch cheeses on board, and resumed the fire to the astonishment of the enemy. Although several times wounded in engagements with the Brazilians he professed great contempt for their gunners: once a spent ball striking him he threw it away; saying "Portuguese bullets cannot hurt me". He infused a spirit of daring and valor into all his officers, and his name carried such weight that it is said the Brazilians had formed a plan to land a body of men by night, surprise the Admiral at his country-house in Barracas and carry him prisoner to Rio; but this was never attempted. An assassin offered the commander of a Brazilian vessel to kill Brown for a certain sum; the Brazilian spurned the offer; for Brown was no less respected by the enemy than if he had fought under their flag. When Admiral Norton, in later years, visited Brown at his cottage-resi-

dence, and they compared notes over the battles in which they had been opposed, Norton said to him "If you had served the Empire instead of a Republic you would now be a Duke, with a handsome pension"; to which Brown merely replied "I know Buenos Aires will always remember my services.

During the civil wars which ensued he remained in the retirement of his cottage at Barracas, the entrance of which had two old cannons taken from the enemy, for gate-posts. Here he occupied himself with gardening till summoned by the citizens to assume the reins of Government, but he speedily took occasion to return to his quiet home, where his wife shed the happiest influences around the little family circle.

Brown refused to sign the petition granting "extraordinary powers" to Rosas, and was perhaps the only one who did not suffer for his temerity. Rosas always respected him and even allowed him his pension when he went on a trip to Ireland to visit his brother, after an absence of 50 years. He spent some months among the wild scenery of Mayo, so dear to him in boyhood, and returning to Buenos Aires again devoted himself to the quiet life of a country-gentleman at Barracas. On the overthrow of Rosas the first act of the new Government was a tribute to the splendid services of Admiral Brown. He was now very advanced in years, but preserved to the last the liveliest affection for the land of his birth, and the firmest confidence in the destinies of the young Republic,

whose infancy he had protected with more than a patriot's ardor. He died, surrounded by his family and friends, on May. 3rd 1857, and the day of his funeral was one of national mourning. His widow survived him a few years, and erected a monument to his memory in the Recoleta cemetery. On a flight of marble steps, covering the vault wherein are deposited the remains of the gallant admiral and his wife, rises the base of the structure, the principal portion of which measures 4ft. by 5ft. and the upper $3\frac{1}{2}$ ft. by $3\frac{3}{4}$ ft. The main shaft is 12ft. high, with a Corinthian capital bearing a naval trophy of gilt bronze 5ft. high: total height from the ground, 28ft. 6in. Upon the base are well executed "relievos" of the following naval engagements:—11th June, 30th June, Juncal and Emperatriz; also the arms of the Republic, initials of the deceased, and a graceful epitaph bordered with wreaths of shamrocks. A band encircles the column, upon which is the inscription "Guillermo Brown." Springing from the leaves of the capital is the trident, and surmounting all a trophy of "rostra." The total cost was \$40,000, about 300*l.* sterling, and the site was given by Government. The whole of the work was executed in Buenos Aires, from designs by the late P. Beare, C.E.: the castings weighed over 5 tons and were made in the establishment of F. Carulla. The epitaph, translated from the Spanish, is as follows:—

WILLIAM BROWN

Born on the 22nd June, 1777, at Foxford,
County Mayo, Ireland; of British origin,
but Argentine by his services.

*He commanded in chief the first fleet in the War of
Independence, bringing glory and triumph
to our flag, A. D. 1814, destroying the
Spanish navies at Martin Garcia and Montevideo.
Sweeping the Pacific Ocean and Caribbean Sea, from
1815 to 1818. The ports of Callao and Guayaquil
witnessed his prowess under the
Argentine banner, on January
20th, and February 1st, 1816.*

*The sun that shone on Feb. 9th,
June 11th, and July 29th, 1826, in the
waters of La Plata, and on February 9th,
1827, in the River Uruguay, beheld the vessels of
the Republic confided to Admiral Brown crowned with
victory in supporting the Independence of the Sis-
ter State. He died like a true Christian, on
the night of May 3rd, 1857, surrounded
by his family, overshadowed by his great
name, and at the ripe age of 80 years, having
consecrated his life to naval glory. His Widow
dedicates this Monument to his memory, and asks from
all brave and grateful men a Remem-
brance and a Prayer.*

R. I. P.

The only living descendant of the Admiral is his daughter. Let us hope she may live to see the realization of the project of erecting a statue to his memory. A site was granted in 1872 by the Municipality on the Paseo de Julio, which so often rung with the victorious plaudits of the people as they welcomed their hero from the fight.

CAP. XVIII.

ANGLO-ARGENTINE OFFICERS.

General Paroissien, aide-de-camp to Gen. San Martin, was of English birth. He was brought up to the medical profession, and on the conclusion of his studies embarked for Buenos Ayres, where he practised as a physician for some time. In 1816, when the country resounded with the clamour of war, Dr. Paroissien abandoned his profession for the military career, and entered the patriot army under General San Martin. He was present at the memorable battles of Maipu and Chacabuco which liberated Chile, and at Huaqui and other battles in Upper Peru. He was chief of the medical staff of the army of the Andes until 1820, when he was appointed aide-de-camp, with the rank of Colonel, to Ge-

neral San Martin. After the patriots entered Lima, he was promoted to the rank of General of Brigade, and sent with Señor Don Juan Garcia del Rio on a mission to Europe. Having been relieved from the duties of their mission, they turned their attention to mining.

Among the numerous speculations of the year 1825 was the Potosi, La Paz and Peruvian Mining Association, to work the far famed mines of Potosi, and others in Peru. General Paroissien was appointed Chief-Commissioner, being perfectly acquainted with the nature of the country, as well as the character of the inhabitants, among whom he had lived several years. He left London in September 1825, in company with a secretary, mining superintendent, and physician.

In Miller's memoirs we find the following mention of Gen. Paroissien:—

“When Miller arrived within one hundred leagues of Buenos Aires, the postillions were alarmed by the appearance of an immense cloud of dust, which rose, towards evening, a few miles before them on the road. They said it must be caused by some horde of Indian savages, that occasionally made incursions into this part of the country, and that, they knew, never gave quarter to male travellers who fell into their hands. The postillions evidently felt an inclination to wheel about, and make a run of it; but the horses were fagged, and the cloud of dust approaching fast, there appeared

no hope of escape. The alarm, however, subsided, on the appearance of a tilted carriage, something like an English ammunition waggon. This was followed by other carriages and horsemen. When they came up Miller was most agreeably surprised by hearing his own name uttered in the well-known voice of his friend and countryman, General Paroissien, who was on his road from Buenos Aires to Potosi, to take possession of mines which had been purchased by a company in London. He travelled "en prince." Sir Edmund Temple accompanied him as secretary; under secretaries and attaches swelled out the train."

At Potosi he was most kindly received by the Governor and local authorities, who, being aware of the great capital about to be employed, and the treasure that still remained unexhausted in the mines, were elated with the flattering hopes that their present ruinous town would soon be raised to its former opulence. Such hopes, however, were never to be realised, for shortly afterwards General Paroissien received letters from the secretary in London, acquainting him of the dissolution of the Potosi, La Paz and Peruvian Mining Association. Gen. Paroissien went to Arica, where he remained several months, brooding over his misfortune, and that of his companions, when he was suddenly attacked with a malignant fever, which terminated in dropsy. He was then recommended change of climate, and embarked for Valparaiso. He died in sight of port.

Thus closed the life of this brave Englishman, who won every grade up to General on the field of battle, and possessed the friendship and esteem of all who knew him.

Brown's naval officers were mostly men of remarkable valor who distinguished themselves in the war of Independence, and in that against Brazil.

Capt. Oliver Russell, second in command of the patriot squadron at the destruction of the Spanish fleet before Montevideo, did many gallant services with his ship *Belfast*, 18 guns. He captured the corvette *Neptuno*, 28 guns, 200 men, commanded by the Spanish Vice-admiral, Posadas, and was always close to Brown's flag-ship when hard fighting went on. Brown left him in charge of the fleet when he repaired to Buenos Aires with the proposals of surrender sent him by the Spanish Governor of Montevideo. The Chilian patriots engaged Russell to lend his services on the West Coast, and presented him with a fine new American brig, well equipped, in which he left Montevideo in Sep. 1815, but was never more heard of: his vessel was probably dashed to pieces near Cape Horn, as Brown's ships at the same time were so much damaged that they had to refit at Tierra del Fuego.

Several of Brown's officers fell in the first year of his campaign against the Spaniards. Capt. Seavers of the *Julietta* was killed by a cannon-ball in the very first engagement, when Brown captured the island of

Martin Garcia. Captain Smith and Lieut. Stacey fell on the same day. Captain Thomas Norther, who was sent by Brown with some vessels in pursuit of the enemy, was killed near Concepcion. Capt. Clark of the San Luis perished in trying to swim ashore wounded at the Buceo.

Capt. Chitty was flag-captain of the Hercules in Brown's expedition to the West Coast, and behaved with great valor in the attack on Callao. He led a cutting-out party in boats and took possession of a Spanish gunboat, but finding she was chained to a frigate he was obliged to retire, with some loss; being himself severely wounded, after sustaining a fearful fire from the batteries and war-vessels. The patriots, however, sank the Spanish frigate Fuente Hermosa. Chitty accompanied Brown till the close of the campaign.

The war with Brazil saw numbers of brave seamen join Brown's fleet when he hoisted his pennant, 13th January 1826. In the attack on Colonia several fell while setting fire to the Brazilian vessels. Captain Robinson and Lieut. Curry were killed, Capt. Kearney and Lieut. Turner wounded.

Captain (afterwards Admiral) Coe entered the service as a volunteer in July 1826, and so much distinguished himself in the engagement with 22 imperial vessels in front of Buenos Aires that Brown gave him command, two months later, of the Sarandi flag-ship. In this capacity he ably seconded Brown in his exploits,

capturing coffee-ships, and carrying terror along the coasts of Brazil. About the close of the year, when the patriot flotilla ascended the Uruguay, he was sent with a summons to the enemy to surrender; and was unlawfully detained by Admiral Pereira six weeks, until he effected his escape, on a dark night, and rejoined Brown in time to take part in the memorable victory of Juncal (Feb, 9th 1827). He also commanded the flag-ship in the disastrous but gallant combat at Ensenada, and was beside Brown when the latter was wounded. In June following he was sent by Government, in the Juncal, to Chile, to procure arms and ammunition: he returned on Sept. 30th, having run the gauntlet of the Brazilian squadron, which had sent 6 vessels in chase of him to no effect. Still retaining command of the Juncal he valiantly supported the Admiral in his operations against the overwhelming force of the enemy during the rest of the year, in front of Buenos Aires and at Patagones, bringing up the Brazilian prisoners from the latter place after the destruction of their vessels. In March 1828 he was despatched on another cruise after coffee-ships, but this time fell into the enemy's hands and was carried prisoner to Montevideo, while his ship, the Niger, was converted into a Brazilian war-brig. A second time he contrived to escape from the enemy, and re-joined the Admiral, who gave him another vessel called 29 de Diciembre. Next day (June 18th) was fought the battle of Punta Lara; and some weeks later he was

sent with the *Argentina*, on a fresh cruise for coffee-ships. Peace was proclaimed shortly after, and this ended Coe's services under Brown; but he rose in time to be Admiral, and ultimately retired to Paris, where he died a few years ago.

Capt. Drummond's career was short but glorious. He entered the service 4th January 1827, being given command of the war-schooner *Maldonado*, and a month later earned much glory in the victory of Juncal. When Brown's flotilla of 4 vessels sailed from Buenos Aires, April 6th 1827, for Ensenada, the war-brig *Independencia* was commanded by Drummond, and next day was fought the disastrous battle in which he lost his life, only 3 months after entering the service. The Brazilian fleet numbered 17 (some say 22) vessels. By some mishap of the pilots two of Brown's vessels grounded, one of them being Drummond's. In this condition an unequal fight was carried on for two days. On Sunday morning the *Independencia*, having fired 3,400 rounds, came short of ammunition, whereupon Drummond went aboard the flag-ship to consult with Admiral Brown, and while walking by his side on the quarter-deck was struck by a 24 lb. shot above the hip. He lived 3 hours, his last words being "Tell the Admiral I have done my duty and die as a man ought to die". His vessel was riddled with shot, and lost 80 men: among the killed were Lieut. Thomas and 3 other officers. The account of Drummond's funeral, from a journal of April 11th 1827 is

as follows :—“On Monday afternoon the funeral of the much lamented Captain Drummond took place. His body was borne on the shoulders of citizens of the highest respectability from the “Comandancia de Marina” where it had been deposited early in the morning, to the Protestant Cemetery. It was accompanied by his brother officers of the Army and the Navy, and by the principal citizens and foreigners of note. At the cemetery the Burial service was read by the Rev. Mr. Armstrong, and the military honours due a major, which was the rank the deceased held, were performed. In Drummond the Navy has lost a valiant officer, the country a brave defender, and society a valuable member. His name is enrolled among the conquerors in the waters of the Uruguay, and so long as the remembrance of that triumph is preserved his memory will be gratefully cherished.” The monument to this gallant Scotchman is in the old English cemetery of the Socorro, Buenos Aires.

Commodore James George Bysson came from Chile in Oct. 1826, in command of a vessel purchased for Government, the *Chacabuco*, 22 guns and 150 men; and accompanied Brown in the cruise on the Brazilian coast, blockading the harbor of Rio, seizing coffee-ships, landing, and hoisting the Argentine flag, at Santa Catharina island, and carrying terror to all the Brazilian ports. His next exploit was at Patagones, 7th March 1827, where he captured a flotilla of 4 imperial vessels commanded by Capt. Shepherd: the latter had

landed some Brazilians to seize the town, when Bysson attacked him with a small force landed in boats. Shepherd and some of his subalterns, were killed, after which the enemy surrendered, 654 officers and men, the loss of the patriots not exceeding 3 killed and 6 wounded. One of the Brazilian vessels grounded and was lost. Bysson came back to Buenos Aires with his 3 prizes; corvette Itaparica 20 guns, Escudero brigantine 5, and schooner Constancia 3 guns, besides all the prisoners. The Government at once rewarded Bysson with the rank of Lieut.-Colonel. In June 1828 he was despatched with two vessels to sweep the Brazilian coasts; but peace was proclaimed soon after, and Bysson retired upon his laurels after two years of active and valiant service.

Commodore Granville seems to have come from Chile, his first command under Brown being aboard the *Republica*, after Capt. Bysson's arrival with the *Chacabuco* in Oct. 1826. He was transferred in Dec. of same year to command of the *Guanaco*, 6 guns, and took part in the splendid victory of Juncal, Feb. 9th 1827, for which he received, as well as the other commanders, a medal from Congress. He lost an arm two months later in the unfortunate affair of Ensenada, being captain of Brown's flag-ship *Republica*. In August of the same year he distinguished himself in cutting out one of the Brazilian blockaders and towing her into port, the other Brazilian vessels having their guns so high that the fire passed over his

head. In June 1828. Brown, having purchased by private subscription 4 fast-sailing vessels to strengthen his fleet, gave command of the Argentina (formerly American brig Allister) to Granville, now raised to the rank of Lieut.-Colonel, which he held at the close of the war a few months later. He died in 1836, in the hospital of Buenos Aires.

Besides the above officers may be mentioned Capts. Mason (Congress), Shannon (Nueve de Febrero), Toll (once de Junio), and Johnson (Guanaco), and many others who saw much hard fighting in 1827. Capt. Smith (28 de Febrero) was murdered by his crew, composed of released criminals from Buenos Aires, and Santa Fé. Capt. Parker served as second under Brown the previous year, when Capt. Beazely commanded the Congress, 18 guns, Capt. Warms the Sarandi, and Capt. Clark the Republica. The last-named afterwards passed over to the enemy, with a small vessel. Capt. Handell served against the Spaniards at Montevideo and Martin Garcia in 1814, and afterwards commanded the Sarandi. Capt. Thompson was engaged in the attempt to burn the Brazilian vessels at Colonia; when Capt. Robinson and others were killed. Capt. Bathurst commanded the Independencia, 22 guns, which formed one of Brown's flotilla of 4 vessels. Lieut. Gad was 1st Lieut. of the Sarandi, when the Admiral promoted him to command the prize Defensor, 18 guns, taken from the Brazilians near Santa Catharina. Lieut. Wildblood commanded

a gunboat in the fight off Quilmes, March 1827. Capt. Love, schooner *Patagonia*, made a gallant attempt near *Bahia Blanca* to seize the Brazilian brigantine *Pedro*, 18 guns, and was killed in boarding that vessel. Capt. Nicholas George had a fight in gunboats with the enemy off Quilmes, but had to burn some of his boats. Cap. De Kay commanded the *Brandsen* and had to run her ashore at *Punta Lara*, after some brilliant cruises. Capt. Hogden commanded the *Once de Junio* in one of Brown's last battles, near *Point Indio*. Capt. Ramsay was sent as agent to England to buy vessels for Government. Capt. Cobbett was commander of the privateer *Buenos Aires*, Capt. Allen of the *Presidente*. Among the minor officers we find Lieut. Harris greatly distinguished himself in the attack on the Brazilians at *Patagones*. The names of Gwynne, Thorne, Prouting, Rolles, Attwell, Wilder, Atkinson, Livingston and Dr. Bailey occur later.

Major Thomas Craig, who served both in the army and navy of Buenos Aires had a very eventful career. He was born in Ireland in 1780, and at the age of 19 made a voyage to Chile as mate of a merchantman, which was lost on the return voyage, not far from Magellan's Straits. All the rest of the crew being drowned Craig some days later fell into the hands of Patagonian Indians, who carried him prisoner to *Carmen de Rio Negro*. The Spanish Governor of this place sent him up to Buenos Aires, where the Viceroy on hearing his story generously pardoned him for

having landed without a passport (sometimes punishable with death), and after a time released him from prison. On the occasion of Whitlocke's invasion, in 1806, Craig served under Gen. Liniers as a sergeant of artillery. He fought under Gen. Belgrano at Tucuman, and made the campaign of Peru in 1811-14 under Generals Pintos and Diaz Velez, till dangerously wounded and obliged to return to Buenos Aires, having received the grade of Lieutenant on the field of battle. When the civil wars of 1820 began in Buenos Aires he retired to Banda Oriental and was there employed first as Comisario and afterwards as Justice of the Peace, until 1824, when he resumed military service as captain of infantry. He changed into the navy in 1841 and was soon after entrusted by Admiral Brown with one of the vessels of war, behaving with great valor in the combat at Obligado, against the French and English, as commander of the *Republicano* for which he was raised to the rank of Major. He retired from active service in 1852, and was granted a pension in 1857, on the representations of Gen. Pintos and Admiral Brown, who testified to his valor and good conduct. He died on April 27th 1863, at his residence in Buenos Aires, aged 83 years. Congress ordered the pension to be continued in favor of his widow, Mme. Donovan de Craig, in view of his claims as a soldier of Independence.

Major John King, son of Cap. King, Galway, Ireland, served in the Brazilian war. He distinguished himself

as Lieutenant aboard the *Republica* in the fatal engagement at Ensenada; and afterwards commanded the *25 de Mayo* in the civil war of 1841. He died Aug. 22nd 1857, when a pension was granted to his family. Admiral Brown had a high opinion of King's merits, as shewn in the letters preserved in the Government archives.

Lieut.-Col. Charles Bowness entered the Civicos Batt. in 1810 at Buenos Aires, and rose from the ranks during the war of Independence. He fought all through the campaigns of Upper Peru, during 5 years, until the disastrous affair of Sipe-Sipe, under Gen. Rondeau, near Cochabamba. In 1816 he enrolled himself in Gen. San Martin's army, and served at the battles of Chacabuco and Maypu and the siege of Talcahuano, as well as in the operations as far south as the Biobio, in Araucania. For these services Rivadavia made him a Major of cavalry, and he received the medals and cordons of Chacabuco and Maypo. In 1822 he was the only English officer in the Argentine army. He had left England when a boy, and never afterwards heard of his relations or friends. He was a man of good manners, commanding figure, and estimable character. He married a B. Ayrean lady, and died in 1856, leaving one daughter, who is at present in great poverty.

In Gen. Belgrano's report of the battle of Gallinato, Feb. 1813, we find honorable mention of one Capt. John Anderson, and in Gen. San Martin's army at

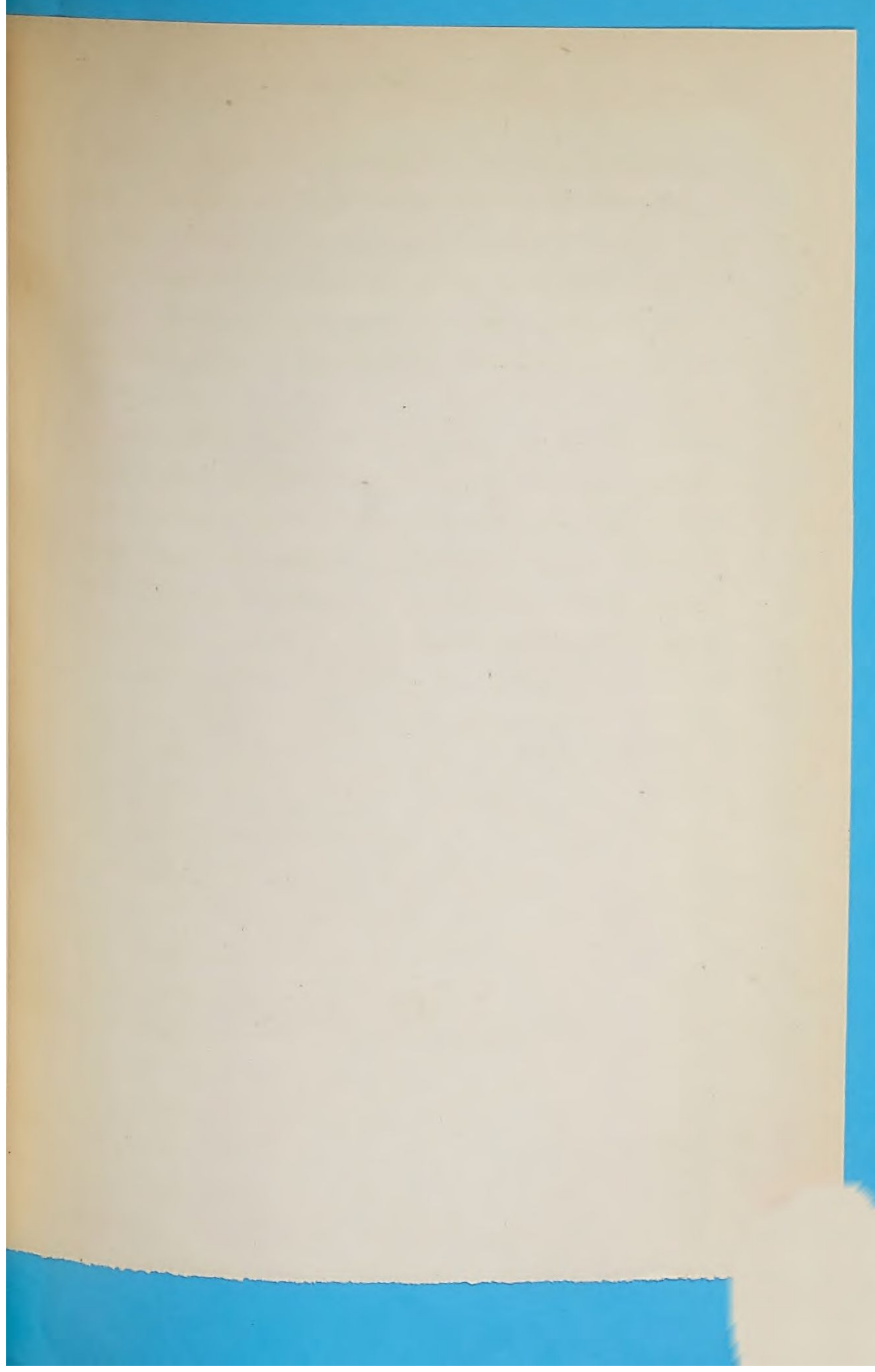
the battle of Chacabuco two English volunteers named Samuel Haigh and James Barnard distinguished themselves.

Col. William Smith was one of Gen. San Martin's officers in the campaign of the West Coast, and at Lima was presented with the gold medal given to such officers, bearing the motto "I was one of the Liberators of Peru." He behaved with such valor in the battle of Pichincha as to receive another gold medal from the Peruvian Government, and a gold star from the Cabildo of Quito. He served all through the war against Brazil, for which he was again decorated, by the Argentine Government, and went to Cordoba in 1829 as second in command of the infantry under Gen. Paz. He seems to have died in the campaign of the Interior. Dr. Carranza possesses a number of his letters written during the war against Brazil: such was the destitution of the troops that a loaf of bread cost a silver dollar, and a pound of sugar two dollars. In one of these letters he expresses the hope of returning to Old England, a hope never to be realized.

Col. John P. Pringles was born in San Luis, of English parents, and fought with signal valor all through the war of Independence. He was killed in the battle of Rio Quinto, A. D. 1831, and in order to perpetuate his memory, the Legislature of San Luis requested Dr. Angel Carranza of Buenos Ayres to write his life, the Government of that province subscribing for 2,000 copies of same (1869).

Colonels French and Thompson, who figured at Buenos Aires in the period of the revolution, were doubtless of English descent. They were both sent to the U.-States in 1816, to enlist the sympathies of North Americans for the Argentine patriots, and appear also to have sent shipments of arms to Buenos Aires.

During the war against Brazil the Argentine Government gave letters of marque to various Englishmen and North Americans; such as Capt. Beasley of the *Mansilla*, Capt. Clark of the *President*, and Captain Mason of the *Heroine*; all of whom inflicted great damage on Brazilian shipping.





CAP. XIX.

*LORD COCHRANE'S SERVICES
IN THE PACIFIC*

Thomas Cochrane, 10th Earl of Dundonald, was born at Annsfield, Lanarkshire, on Dec. 14th 1775: he was descended from a long line of knights and barons who had flourished in Renfrew and Ayrshire since the 13th century. Robert Cochrane, Earl of Mar, was councillor of James III in 1480. The first who figured in English annals was Sir William Cochrane, in 1641, who was made Lord Cochrane by Charles I., and Earl of Dundonald by Charles II.

The subject of the present memoir entered the navy in his 18th year as midshipman of H. M. S. Hind, and served some time under his uncle, Hon. Alexander Cochrane. He became a Lieutenant in the following

year, being then 19, and was made Commander of H. M. S. sloop *Speedy* in 1800. In a few months he won the grade of Post-Captain, by capturing a large Spanish frigate called the *Gama*. In 1806 he performed a gallant feat of arms in the Basque Roads, destroying several French frigates by means of fire-ships, for which King George III conferred on him the Order of the Bath. Lord Cochrane unwisely declared himself a bitter opponent of the Ministry, and the hostility resulted in the famous Stock Exchange trial in which he was unjustly condemned for fraud. This closed his career in England for a long interval, and brings us to the time of his entering the service of Chile.

His services in Chile and Peru, extending over a period of six years, contributed in a notable measure to the Independence of those countries, as recognized by a tardy act of justice on the part of the Chilian Government. From the memoirs which he published on his 83rd birthday we obtain a faithful narrative of his career.

In 1817 the Chilian Envoy, Alvarez, made him a proposal in London to take command of the patriot squadron in the Pacific, which, after some delays, he accepted. Accompanied by Lady Cochrane and his two children he landed at Valparaiso (Nov. 1818), where he found the Supreme Director, Dn. Bernardo O'Higgins and many persons of distinction had come from Santiago to bid him welcome. After being entertained at several banquets and balls he reminded

O'Higgins that the present time was more suited for fighting than feasting. O'Higgins rested neither night nor day till he had the following flotilla ready for sea : —

Flag-ship, O'Higgins, 50 guns, Capt. Forster
San Martin, 56 do, Capt. Wilkinson.

Lautaro, 44 do, Capt. Guise.

Chacabuco, 20 do, Capt. Carter.

Galvarino, 18 do, and Araucano 16.

In spite of numerous obstacles and delays the fleet sailed from Valparaiso, January 14th 1819, barely two months from Lord Cochrane's arrival in Chile.

Callao being at this time the chief stronghold of Spanish power on the Pacific seaboard he conceived the bold design of taking it by a coup-de-main, or destroying the Spanish fleet under its batteries. There were then 41 armed vessels at Callao, mounting 350 guns, besides 160 heavy pieces on the shore batteries. While the Spaniards were playing at Carnival the Chilian vessels entered the port, captured a gunboat, and released a number of patriots confined in dungeons on San Lorenzo island. Lord Cochrane, not having sufficient forces to attempt a landing, left Callao, and taking Payta, on April 13th, sacked the place, but returned the church ornaments to the priest, to whom he also sent a donation of \$1,000 for the poor of the city.

Returning to Valparaiso, June 16th, he was welcomed by the Chilians, who no longer saw their port

menaced by Spanish cruisers, but the enemy's fleet seeking the protection of the forts of Callao. A few days before Lady Cochrane narrowly escaped assassination, a Spaniard having stabbed her because she would not give up her husband's plans and papers; the assassin was condemned to be shot, but she procured his pardon.

It was now resolved to make a fresh attempt upon Callao, by means of rockets and fire-ships. Mr. Goldsack, an experienced artificer, undertook to make the rockets, but the Government would give him no other assistants than condemned criminals, who half-filled the rockets with sand and manure, thus entailing failure on the expedition, owing to which Mr. Goldsack died soon after, of a broken heart. This second expedition arrived off Callao on Sep. 29th and proved a failure, for the reason stated: Col. Miller was badly wounded, Lieut. Bealy cut in two by a shot from the batteries, and many of Cochrane's men injured by their own projectiles.

The capture of Pisco followed, in November, when the gallant Col. Charles was killed. Capt. Guise also behaved with great spirit, but his men having broken into some liquor shops he was compelled to spill 200,000 gallons of rum on the beach, to prevent further disorder. Among the vessels captured here were, the *Aguila* 29, *Vigonia* 16 guns, and the *Puna*.

The Admiral now resolved on the capture of Valdivia, a place deemed impregnable, and sailed for that

port, on January 18th 1820. He had unlimited reliance on Col. Miller's intrepidity and skill in carrying out whatever land operations were required. Having taken in 250 marines at Talcahuano he hoisted Spanish colors and anchored off Valdivia, without any suspicion on the part of the enemy. Gallantly was each fort in succession stormed and captured, on February 6th; the Chilian flag being hoisted over the place, and the trophies amounting to 128 cannon, 170,000 muskets, 10,000 cannon-balls and 50 tons of powder.

When the capture of Valdivia was known it threw the nation into a paroxysm of joy. Congress offered Lord Cochrane a present of an estate of 16,000 acres, which he refused, as long arrears of pay were due to the vessels.

Such was the effect in Europe of the capture of Valdivia that Chile was at once offered a loan of one million sterling in London. Still the Government was deaf to all requests for payment of the crews, and Cochrane at last handed in his resignation. His own share of booty and pay amounted to 13,500*l.* sterling, in lieu of which he had to accept a farm at Rio Claro, and even this was afterwards confiscated. As Gen. San Martin was now preparing his expedition against Peru he paid the sailors, and then prevailed on Cochrane to resume the command, and again hoist his ensign, July 20th, when a fresh difficulty arose. The Government had no money to victual the ships; some

of the Admiral's friends, however, promptly lent him the necessary funds.

Accordingly on Aug. 21st 1820, the fleet sailed, conveying San Martin and his army of 4,000 men to Huacho; while the Admiral proceeded with some vessels to make his third attempt upon Callao.

The cutting out of the *Esmeralda* is counted among the bravest deeds in naval warfare, and is a popular theme aboard British ships-of-war.

On Nov. 5th Cochrane arrived abreast of Callao, carrying American colors, and made his preparations for the capture of the said frigate, one of the finest vessels in the Spanish navy, carrying 370 men and 40 guns, and protected by 27 gunboats and land-batteries mounting 300 heavy pieces of artillery. At 10 p. m. the cutting-out party started with muffled oars, 240 men in 14 boats, the men wearing white tunics over their uniforms. The first division was led by Crosbie (afterwards married to Lord Cochrane's daughter), the second by Captain Guise. By midnight the boarders were alongside, and almost took the enemy by surprise.

The fight lasted only 20 min., 160 Spaniards being killed, including some who were drowned by jumping overboard; the Spanish Admiral, officers, and 200 men were made prisoners of war. Lord Cochrane was shot in the thigh, at the outset, which placed him hors de combat; and as his men began to get drunk Capt. Guise cut the cables and put out to sea, being

forced to abandon the idea of capturing the Maypu and other vessels of the enemy. The importance of this feat of arms is fully appreciated by Capt. Hall, who says 'It decided the overthrow of the Spanish squadron in the Pacific, and left Cochrane master of that coast.'

Such was the rage of the Spaniards at Callao that a few days afterwards they murdered an American boat's crew, because they thought the U.-S. vessels had aided Cochrane. A second attempt, was also made on the life of Lady Cochrane, by a Spaniard, about this time.

The Admiral, having quarrelled with General San Martin, wrote to O'Higgins and expressed his ability to over-run all Upper Peru if allowed 1,000 Chilian troops: the Dictator replied he had neither men nor money for the venture.

Meantime Cochrane and Miller had sacked Pisco Arica and other towns, being masters of all the coast to the foot of the Andes and preparing to attack Arequipa, when San Martin's armistice with the Spaniards checked further operations (May 1821). Lady Cochrane embarked for England in H. B. M. frigate *Andromache*, accompanied by the Viceroy's wife, Madame Pezuela; her mission was to arouse public sympathy in favor of her husband and the Chilians, as a Foreign Enlistment Bill was then before Parliament for the express purpose of preventing Lord Cochrane from continuing to fight against Spain, which Power was at peace with England.

On Cochrane's return to Callao, in July 1821, he found the Viceroy had evacuated Lima and was concentrating his forces at Callao. San Martin's headquarters were midway.

Hostilities were no sooner resumed than Capt. Crosbie (24th July) cut out 3 Spanish vessels and burned two others at Callao, under the enemy's batteries. Four days later Cochrane assisted at the solemn declaration of Independence at Lima; when San Martin assumed the title of Protector of Peru. A rupture soon occurred between the Protector and the Admiral: on Aug. 4th the latter demanded 12 months wages due to the fleet, as well as the promised bounty of \$50,000. San Martin replied "You may take off your fleet as soon as you like. I will never pay a real for Chile. I am Protector of Peru, and want only a pair of schooners". He afterwards begged Cochrane to forget what had passed, and accept the rank of First Admiral of Peru.

This offer was rejected by the Admiral, whose vessels were now reduced to such indigence that the men were in a state of mutiny, without food, pay or clothing, when luckily he learned the arrival of San Martin's yacht, laden with silver, at Ancon, and containing also 7 sacks of gold ornaments. He at once seized the treasure, returning some jewelry to the families of Agüero, Unanue, Silva, etc, besides \$40,000 to the army paymaster, and dividing the remainder, \$285,000 among the crews. He kept nothing for

himself and sent a formal report of all the money to the Chilian Navy department.

O'Higgins, in a letter dated Nov. 1821, approves Cochrane's seizing San Martin's treasure; he also blotted out from the Navy-roll those officers who accepted San Martin's offers, and awarded estates to Captains Crosbie, Wilkinson, Delano, Cobbett and Simpson, for their fidelity.

The Protector resolved on a last effort to retain Cochrane and his officers for the service of Peru. Col. Paroissien, an Englishman on San Martin's staff, was sent with an offer of the Order of the Sun and the post of First Admiral of Peru, which Cochrane again rejected.

The Protector at once ordered him to return to Chile, when he suddenly found himself deserted by 23 officers and a number of seamen, who entered the Peruvian service. The Admiral proceeded to Guayaquil, where he was well received, the fort firing a salute to the Chilian flag: here he stayed 6 weeks to refit, before going on a cruise in Mexican waters. On Dec. 3rd he captured a pirate commanded by Capt. Blair, but released her, as his object was to intercept Spanish frigates homeward bound. At Acapulco he received an invitation from the Emperor Iturbide to visit Mexico, which he was forced to decline.

Returning, after an absence of 21 months, to the port of Valparaiso, June 13th 1822, he was welcomed as a hero and a benefactor.

The most signal and rapid successes attended the Chilean flag till the close of the war.

Cochrane's last letter to O'Higgins gives the following list of Spanish war-vessels captured or destroyed by him in the campaign :—

Prueba	50	guns
Esmeralda	44	do
Venganza	44	do
Sebastian.	34	do
Resolucion.	34	do
Pezuela	18	do
Potrillo.	16	do
Prosperima.	14	do
Aguila	20	do
Bigonia.	16	do
Arausasu, and 17 gunboats		

Valparaiso was decorated with flags, and the thanks of the nation were voted to the Admiral, while the Dictator O'Higgins ordered a medal to be struck commemorative of the destruction of the Spanish naval power by Lord Cochrane, in a period of two years; during which time the Chilean Government had not spent a dollar on the fleet.

Cochrane retired to his farm at Quintero, but had not been many days at rural pursuits when the rumor reached him that the fleet had mutinied, the men being unpaid, and a story having got abroad that he was sending home 30,000*l.* sterling in H. M. S. Doris to England. He hastened on board, again hoisted his

pennant, and declared his determination not to leave his ship till the men should be paid. The officers presented him a spontaneous vote of confidence, the first name on the list being that of the gallant Capt. (afterwards Admiral) Grenfell, who had been his flag-lieutenant in the cutting-out of the *Esmeralda*. Cochrane's firmness saved the situation; in a few days O'Higgins obtained money and paid the seamen.

Civil war was now imminent in Chile. Gen. Freyre sent Capt. Casey with an invitation to Cochrane to join him in expelling O'Higgins, but although the Admiral was unable to obtain payment of claims on the Government he would not encourage revolt. It happened he had just received offers from the Brazilian Consul at Buenos Aires to take command of the fleet of that country against the Portuguese, and he accepted the proposal.

His farewell to the officers of the Chilian navy, and another to the English residents, bear date Jan. 18th 1823. He was obliged to leave in the sailing-brig *Col. Allen*: his brother, Major Cochrane, being unable to lend him the steamer *Rising Star*, for which the Chilian Government still owed 7,000*l.* sterling. Grenfell and other officers accompanied him to Brazil, to share his fortunes.

Cochrane left Chile without a dollar in his possession. He had received at Callao a bill from O'Higgins for \$120,000, but it was protested. His estate at Rio Claro was confiscated, the Chilian Govern-

ment already owing him \$67,000. In later years he lost 14,000*l.* sterling in British law-courts for actions arising out of his services in the Pacific.

Freyre's first act after banishing O'Higgins, in April 1823, was to write to Cochrane, begging him to resume command of the navy; but Cochrane never revisited the shores of the Pacific. In 1845 at the instances of Lord Palmerston and the English Minister, Jerningham, the Chilian Government paid him 6,000*l.* sterling in lieu of his claims. President Montt on July 28th 1857 issued a decree awarding Lord Dundonald, to which title he had succeeded, the rank and pay of First Admiral of Chile, which he only lived 3 years to enjoy. In his reply to Pres. Montt dated Nov. 5th 1857, London, he says:—

“This is the 36th anniversary of my capture of the *Esmeralda*. I should be glad to visit Chile again, but my age prevents it, being already over 80 years.”

The finest iron-clad in the Chilian navy is called the *Cochrane*, as also one of the streets of Valparaiso, nor do the Chilian people ever mention this honored name but with the same respect as the Greeks attached to their heroes of mythology.

CAP. XX.

*LORD COCHRANE'S SERVICES
IN BRAZIL*

Pedro Primero had been acclaimed Emperor some 5 months, when Lord Cochrane arrived in Rio Janeyro, March 13th 1823, to assume command of the Brazilian fleet, being accompanied by Grenfell and others of his most trusty officers. The Minister of Marine affected to disregard the offer sent to Cochrane in Chile and reduce his pay to 1,600*l.* sterling per annum, but the Admiral refused to enter the service unless under the same conditions as to salary for himself and his officers as they had in Chile, where his own pay was fixed at 3,200*l.* sterling per annum. This question being settled to his satisfaction he hoisted his pennant, 6 days after his arrival, on the Pedro Primero 64-gun frigate, the

rest of the squadron at his orders being composed of the frigates Union, Piranya, Nitherhoy and Carolina; the corvettes (32) Maria de Gloria and Liberal; the brig Guarany, the schooners Real and Leopoldina, all badly manned and worse equipped, the sailors receiving only 8 milreis, whereas those in merchant vessels were paid 18 milreis per month.

The fleet fired him a salute of 21 guns on his assuming command, and the Minister sent him his despatches as First Admiral of Brazil. On April 3rd he put to sea with 5 vessels, for the relief of Bahia—

Flag-ship, Pedro Primero, Cap. Crosbie

Frigate Piranya, do. Jowett

Corvette Maria da Gloria, do. Beaurepaire

Corvette Liberal, do. Garzon

Frigate Nitherhoy, do. Taylor

He took, moreover, the Guarani and Real as fireships; and reached Bahia just as the Portuguese fleet of 13 vessels was coming out of port. He would doubtless have captured or destroyed most of the enemy but for the wretched composition of his squadron. The flag-ship had 160 Europeans and 130 negroes aboard, but as most of the former were Portuguese they would not fight against their countrymen and even impeded the boys who were fetching up powder to the guns, seeing which Capt. Grenfell beat several of them and wounded others.

The most amusing despatch ever penned by an Admiral is that of Cochrane to the Brazilian Marine

Department on this occasion. He says:—“the vessels will not obey signals, because they are unable to manœuvre; the sails are rotten, the guns cannot be handled, and the cartridges fall to pieces. The men are ill-clad, ill-fed and ill-paid; and those who are Portuguese born impede my movements in every way.” Nevertheless he continued the blockade of Bahia, and proceeded to get his fire-ships in readiness at Morro San Paulo: this caused great alarm among the Portuguese, who had heard of Cochrane’s achievements with fire-ships in the Basque Roads, some years before. Sundry vessels with provisions fell into the power of the blockading squadron.

On the night of June 12th Cochrane performed another daring feat, similar to the cutting-out of the *Esmeralda*: the object in view being to reconnoitre the enemy and strike terror into the Portuguese Admiral. At midnight he steered the flag-ship boldly into the Bay, a distance of 9 miles, and passed through the Portuguese fleet, to whose challenge he replied that he was an English merchantman. Next day when it was known, the news caused such a panic among the enemy, who were still trembling with the idea of fireships, that preparations were set on foot to embark the garrison and evacuate Bahia.

On July 2nd, the evacuation was effected, 13 Portuguese war vessels sailing out of port, escorting a flotilla of 70 merchantmen, carrying all the Portuguese residents and whatever property they could

remove. As Cochrane had but two vessels, the Pedro Primero and Donna Maria, he was not in a position to attack so formidable a squadron, the largest vessels of which were:—

Don Juan 74 guns, Constitucion 50, Perola 44, and Princeza Real 28, the rest ranging from 20 to 26 guns.

Next day, however, being reinforced by the Carolina and Nitherhoy he bore down upon the enemy, cutting off most of the transports, and throwing the rest into irremediable confusion; firing broadsides port and starboard as he passed through their lines. In this manner he captured so large a number of vessels that he was at a loss what to do with them, as they contained half the Portuguese army of evacuation and all the baggage. He caused all the arms to be thrown overboard, and some of the rigging in each ship to be dismantled, with strict injunction to the crews to make their way straight for Portugal; the largest of these vessels was the Gran Pará, full of Portuguese troops for Maranhão.

Meantime the 13 Portuguese frigates and corvettes kept together after the loss of the transports, homeward bound, and Cochrane, having despatched Capt. Haydon, corvette Batua, with 4 of the captured merchantmen to Pernambuco, set off in pursuit of the terrified and discomfited enemy. He crossed the Line, July 14th, in 33 W., and two days later overtook the fugitive war-vessels, dashing in amongst

them with such impetuous fury that they received several broadsides without attempting to capture him, although he had but one vessel, the *Pedro Primero*. He relinquished the chase in 5 N., and made a sudden descent on Maranham, July 26th, which place was still held by the Portuguese. Sending Capt. Grenfell ashore with a summons to surrender he received a reply from the Commandante asking for terms; to which the Admiral would give no ear, insisting on unconditional surrender and promising to spare the lives of all. The Junta submitted; the Brazilian flag was hoisted instead of the Portuguese, and a solemn declaration of Independence took place on the 28th. The Admiral had contrived to get the garrison aboard transports under the guns of his flag-ship, but when they found he had taken the place by a 'ruse,' without any fleet at his back, they prepared to re-capture the city. This danger was prevented by his vigilance, and the transports were despatched to Lisbon on August 1st, with the disarmed troops aboard to announce to the King of Portugal that Lord Cochrane had secured the independence of Brazil.

The first act of the Junta of Maranham was, by Cochrane's dictation, a decree in favor of freedom of commerce. A provisional Government was duly installed, 8th August, which sent an address to Don Pedro Primero, congratulating His Majesty on the achievement of Cochrane in adding to the new empire a pro-

vince whose revenue exceeded a million dollars yearly. Among the trophies taken at Maranhão were 10 small gunboats and a number of merchant vessels.

Capt. Grenfell was now entrusted by the Admiral with the mission to seize Pará, the only province still under the Portuguese sway. This was successfully accomplished, Aug. 12th, although Grenfell had only 100 men at his command. The place having surrendered he convoked a Junta, and finding in the port a newly built frigate he manned her and called her the *Imperatriz*. Next day a riot broke out among the militia, apparently with a view to restore the Portuguese authorities, and Grenfell was stabbed by one of the rioters. He promptly restored order by shooting 5 of the ring-leaders.

Cochrane found himself involved in troubles at Maranhão, the Junta having demanded the surrender of merchant vessels and other property seized by him as booty according to the Emperor's edict of Dec. 11th 1822. He refused the demand, and placed aboard his flag-ship all the portable booty within his reach. A revolution took place on Sep. 14th, the local troops sacking the houses of all the Portuguese residents, who fled for refuge to the vessels lying in port. The Admiral sent a reprimand to the Junta, who dismissed the rioters with rewards, and thus restored order in a few days.

He sailed from Maranhão on Sept. 20th and arrived at Rio Janeiro on Nov. 9th, the Emperor coming

on board the flag-ship to welcome him on the completion of so brilliant a campaign in six months. Public rejoicing in Rio was at its height, when it was known that he had taken Maranham and Pará with one vessel, broken up the enemy's fleet leaving Bahia, and expelled the last Portuguese soldier from the continent of South America. The title of Marquis of Maranham was conferred on him by the Emperor, Congress at the same time voting him the thanks of the nation and the present of a valuable estate (which, however, he never received), by law of Nov. 25th 1823. He was also created a Privy Councillor and decorated with the Order of Cruzeiro.

The vessel in which Lady Cochrane was returning from England to Chile happened to touch at Rio a short time previously, when she was rejoiced to hear that her husband had now entered the Brazilian service, and soon after her arrival she was appointed Maid of Honor to the Empress. At this time the Congress attempting to strip Pedro Primero of imperial attributes His Majesty, by Lord Cochrane's advice, made a coup d'etat, marching up with cavalry and artillery to the doors of the Senate-house, and dissolving the Assembly.

Although the Emperor was friendly to Cochrane the Ministry was hostile to him: he sent in a claim for 430,000*l.* sterling, the value of vessels and booty captured during the campaign, to which the Minister of Marine replied by offering him 3 months pay for the

men. An attempt was then made to dismiss the Admiral; but a revolution breaking out at Pernambuco, where a republic was proclaimed, Cochrane was requested to proceed at once with the *Pedro Primero*, *Nitherhoy*, *Piranya* and *Atalante* to suppress the movement. The prize-tribunal of Rio had just condemned Cochrane's acts in seizing vessels, and ordered him to deliver up the money he still kept aboard; and as the sailors were so long unpaid they refused to go to sea. The next news from Pernambuco was, in January 1824, that the rebels had seized the frigate *Independencia* and threatened to hang Capt. Haydon. This at once brought the Minister to reason, and he agreed to pay the fleet 120,000*l.* sterling in discharge of all claims; one-half cash, the other in bills. Nevertheless no money was forthcoming for several months; until at last on July 12th a sum of 40,000*l.* sterling was sent aboard the flag-ship, including 5,000*l.* sterling for the Admiral. Capt. Crosbie and Lieut. Blake aided in paying the various ships.

On Aug. 2nd the Emperor visited Cochrane on board, just before leaving for Pernambuco, and 14 days later the Admiral landed a force of 1200 men under Gen. Lima at Alagoas to proceed by land against the capital of the new Republic, which had assumed the name of Confederation of the Equator.

This confederation embraced the provinces of Pernambuco, Parahyba and Ceará, under the presidency of Dr. Carvalho who offered Cochrane 80,000*l.* ster-

ling to join the Republic and assume command of a squadron ordered from the U.-States, the movement having been all along stimulated by U.-States citizens. The Admiral saw himself forced by stress of weather, all his cables having parted, to run for Bahia, and a few days later Carvalho and his associates fled at the approach of Gen. Lima, who entered Pernambuco without firing a shot.

Cochrane received orders from the Emperor to proceed to Pará and the other northern provinces, to put down the insurgents. Arriving at Ceará on Oct. 18th he hoisted the imperial flag and organized a force of 1,000 volunteers to chase the rebels to the woods. A fortnight later he reached Maranhão, a hotbed of sedition, where fighting was going on. The President, Miguel Bruce, had armed bands of negroes, to suppress the revolt, but the negro troops committed such excesses that the ladies of Maranhão sent a deputation to solicit Cochrane's protection. Bruce had rewarded the negroes by liberal promotions to high military rank. The Admiral seeing that the least delay on his part must cost the lives of all the white residents, landed his men, deposed the President, disarmed the black troops and sent them aboard transports moored under the guns of the *Pedro Primero*. This firmness on his part was followed by an address of confidence from the foreign Consuls and 150 of the principal citizens, to whom he announced that he had appointed Dr. Silva Lobo as president "pro tem," and shipped

the deposed magistrate, Bruce, to Rio. He had already sent the *Atalanta*, with some marines under Lieuts. Clarence and Reid, to quell the insurrection at Pará.

Seeing his labors now crowned with success, and probably unwilling to prolong his disputes with the Minister of Marine, he wrote a letter to the Emperor, on New Year's day 1825, tendering his resignation. The Emperor had already written to him on Dec. 2nd 1824, approving of all his acts, which letter did not reach him till January 16th. The Junta of Maranhão resisted his demand of 85,000*l.* sterling for prizes, but eventually paid him 6,000*l.* sterling, part cash, part bills. Cochrane had sent Capt. Manson with the *Cacique* to convey the deposed insurgent leader, Barros, to Pará. On Manson's return the Admiral left him in command at Maranhão, and shifting his flag from the *Pedro Primero* to the *Piranyá* sailed for the Azores, 18th May 1825.

Having touched at St. Michael's, he proceeded to England, and anchored at Spithead on June 25th, where the forts fired a salute to his flag, the first salute to the new empire. The Brazilian Minister in London at once wrote to Cochrane, asking him if he had really accepted command of the Greek fleet, to which he replied in the negative. Not many days elapsed before the Minister issued an order dismissing the Admiral, and appointing Capt. Shepherd to take command of the *Piranyá*. This officer was naturally reluctant to do so, although the Minister

told him Cochrane could not return to Brazil, as the law-courts had sentenced him to pay 60,000*l.* sterl. The Minister's order, however, was quickly confirmed by a decree of the Rio Cabinet (Dec. 1825), dismissing Lord Cochrane from the service.

In 1826 he took command of the Greek fleet, having first received 37,000*l.* sterling as advance of pay. His services in the Levant are beyond our notice. In 1831 he inherited the old castle of Dundonald, in Renfrewshire, by death of his father; having been a few months before restored to the Navy-list, in his rank of Post-Captain, by William IV. He rose to Vice-admiral in 1841, was invested by Queen Victoria with the order of the Bath in 1847, and made a Rear-admiral in 1854.

During twenty years the British Government pressed his claims on Brazil, Mr. Scarlett, H. M. Plenipotentiary, so ably seconding the views of Lord Clarendon, that at last under Viscount Olinda's administration, a life pension was granted Cochrane equal to half the interest of the sum he claimed. He died full of years and honors at Kensington on Oct. 30th 1860, and in acknowledgment of his valor and services a tomb was decreed him in Westminster Abbey. His memoirs have been completed by his son, the present Earl of Dundonald.

CAP. XXI.

*ANGLO-BRAZILIAN
COMMANDERS.*

Admiral John Taylor was scion of an old English family and served by the side of Nelson at Trafalgar, as one of his staff. He came to Brazil in 1823, as officer on board an English frigate, holding then the rank of Commander. The war of Independence attracted all his sympathies and he wrote home to ask leave to resign, with the view of entering the Brazilian service. The Admiralty refused his request. Nevertheless he accepted command of the frigate *Nitheroy*, under Lord Cochrane, and greatly distinguished himself at the expulsion of the Portuguese from Bahia. Pursuing the enemy's ships into Portuguese waters he caused such destruction that the Por-

tuguese Government made reclamations in London, which led the Admiralty in 1825 to order British war-vessels to seize Cap. Taylor wherever they should find him. He burnt 4 Portuguese vessels at the mouth of the Tagus, under the guns of the enemy's flag-ship Juan VI.

The Emperor sent instructions to the Brazilian Minister in London to use every exertion towards obtaining the revocation of the Admiralty's despatch: 1st. on the grounds of his distinguished services for the cause of Independence; 2ndly. because of his being married in Brazil and enrolled as a citizen; 3rdly. because Brazil would be deprived of one of her bravest and most skilful commanders unless the British Government condoned his desertion. The Emperor's letter concludes by telling the Minister to represent the matter to the British Government, as one that if granted would be taken as a special act of kindness towards Brazil. Accordingly the order against Capt. Taylor was revoked, and he continued to do gallant service for his adopted country, especially in suppressing the Vinagre revolution at Pará and receiving the principal families aboard his vessels. The Emperor conferred on him the highest decorations known in the Empire, and the Government raised him to the rank of Admiral.

His wife belonged to an old and wealthy native family, and when he retired from the sea he bought a coffee-plantation near Rio Janeyro, where he died,

in comparative poverty, on Nov. 26th 1855. No man ever served an adopted country with more zeal, and when Don Pedro Primero was retiring to Portugal he offered Admiral Taylor high command to accompany him, but the latter replied that Brazil must always possess his affections and duty. His memory is gratefully preserved in the imperial fleet: among those officers who served under him were many who have since risen to distinction; Viscount Tamandaré, Baron Amazonas and Admiral Delamare. He left two sons and one daughter; the latter married Sir Eduard Cecil Bishop, but is now dead. One of Admiral Taylor's sons is an eminent lawyer at Rio Janeyro.

Admiral Grenfell was another gallant Englishman who won renown in the Brazilian service, and afterwards became Brazilian Consul General at Liverpool, where he died in April 1869. One of the Liverpool papers published his biography as follows:—

“The career of John Pascoe Grenfell was a remarkable one. He was a son of the late Mr. J. G. Grenfell, of London, and was born at Battersea in 1800. At 11 years of age he commenced life under the East India Company, and made several voyages to and from India, first as midshipman, and then as mate. In 1819 he took service under the Chilian Republic, and became lieutenant under the command of the Earl of Dundonald—then Lord Cochrane—who was Admiral of the Chilian naval forces,

and took part in the war of independence against Spain. On the night of the 5th November, 1820, Lieutenant Grenfell commanded one of the boats of the Chilian squadron, which, under the personal direction of Lord Cochrane, cut out the *Esmeralda* from under the Castles of Callao, and in this affair he was wounded: (see Cochrane's services on the West Coast). On the conclusion of the war in 1823, Lieutenant Grenfell accompanied Lord Cochrane to Brazil, and engaged in the service of that new State against Portugal. Success again attended their arms, and Lieutenant Grenfell rose to the rank of Commander, and soon afterwards did good service to the cause he had espoused by compelling the surrender of the Portuguese at Pará, and the adherence of the Province of that name to the new Government. After this, as a post-captain, he saw distinguished service in the war with the Argentine Confederation, and in a naval fight off B. Aires in July 1826, he lost his right arm. On his recovery he visited England, but in 1828 returned to the seat of war, which shortly afterwards terminated. Honors and dignities then flowed upon him, and he received a pension for the loss of his arm. In 1829 he married Dona Maria Dólores, the daughter of a dignitary of Montevideo. He continued to see active service at intervals, and received additional honors. In 1844 he was made a Rear-Admiral, and received the Queen's permission to hold his rank and continue in the service of the Emperor of Brazil. In

1846 he came to England and became Brazilian Consul-General, residing at Liverpool. In August, 1848. Rear Admiral Grenfell received the thanks of the town of Liverpool, and the gold medal of the Liverpool Seamen's Shipwreck Society for his exertions in saving the lives of the passengers and crew of the emigrant ship *Ocean Monarch*, burnt off the Mersey, and which was promptly succored by the *Alfonso*, under Capt. Marques Lisboa, then on her trial trip.

"The Prince de Joinville wrote a flattering letter to the Mayor of Liverpool for Admiral Grenfell's services on the occasion. In 1851 a misunderstanding again arose between the Argentine Republic and Montevideo, in which Brazil was involved. Rear-Admiral Grenfell was placed in supreme naval command, and in conjunction with Count Caxias and others brought the campaign to a speedy and glorious conclusion. He was then promoted to the rank of Vice-Admiral. In August, 1852, he resigned his command, and returned to Liverpool, resuming his civil appointment, which he continued to hold, together with the high respect of the commercial public, until his death." Some of Admiral Grenfell's sons are distinguished officers in the British navy.

Admiral Norton has been already mentioned in the campaigns of Admiral Brown against the Brazilians. Norton was a brave seaman and zealous commander, but no match for Brown. They were, after the war, good friends and Norton accepted Brown's

invitation to spend some days with him at Buenos Ayres.

The Brazilian Navy-list gives the following respecting this gallant officer.

Vice Admiral James Norton, son of James and Eliza Norton, was born at London June 9th 1789, and entered the Brazilian service Aug. 23rd 1823, as commander of the frigate Piranya. He was made Post-captain a year later, and given command of the frigate Nitherhoy, from which he was transferred to the Carioca in 1827. He saw much service during the war with Buenos Aires, and in the battle of June 16th 1828 lost his right arm. For this he was awarded a pension of 80*l.* sterling a year. He was promoted to be Chief of Division in Oct. 1829, and two years later appointed inspector of the arsenal at Rio Janey-ro. He was next made commander-in-chief of the naval forces at Rio, which post he held until 1834, when he was sent on an expedition to the South Pacific, and died on the voyage homeward to Brazil.

Capt. Matthew Welch entered the Brazilian service in January 1824, as commander of the Pedro Primero, and served under Cochrane. He was made Post-Captain in Oct. 1829, and died in May 1852.

Capt. James Shepherd, another Englishman, was killed at the head of his men in the attack on Patagones, as mentioned in Brown's life. He entered the Brazilian navy in 1823, and was made Post-Capt. in 1826.

Gen. Caldwell, the oldest soldier in the Brazilian

army answered the last muster call on March 1st 1873, after 63 years of military service. Although born in Portugal he was of Anglo-Irish family, and came of fighting ancestors. His father was Lieut.-General Frederick Caldwell, a young and gallant Irish soldier of fortune, and his mother Louisa Vaughan. In the quaint, old, town of Santarem, on the banks of the Tagus, our hero first saw the light on Feb. 16, 1801. John Frederick Caldwell was still a child when he came to Brazil; he states in his Will that he was but nine years old when he commenced as military cadet at Rio Janeyro, in the Portuguese service. When Brazil declared her independence he adopted her flag, and further identified himself with the country by marrying Mdlle, Joanna Freyre, by whom he had one daughter, Louisa Clara, now the wife of Capt. Do Couto, serving with his regiment in Matto-Grosso. Some years after the death of his first wife Caldwell married Mdlle. Maria Henrietta do Prado, who survived him, as well as a daughter by that lady. He was buried with great military honors at Rio Janeyro, such as usual with military Knights of the Cross, of which order he was a distinguished member. By his last directions the Book of Common Prayer was placed on his breast in the coffin.

Field Marshal Gustavus Henry Brown died many years before Gen. Caldwell. The Brazilian Parliament pensioned his widow in July 1864, with half a Field-Marshal's pay.



R. A.

CAP. XXII.

GEN. MILLER'S CAMPAIGNS

William Miller landed at Buenos Aires in Sep. 1817, being then under 22 years of age. He was a native of Wingham, Kent, and had served 4 years in the Royal Artillery under Wellington in Spain, having entered the British army when barely 15 years old: he was present at Badajoz, Vittoria, San Sebastian and other hard fought battles.

Pueyrredon was Dictator when Mr. Dickson presented the young soldier of fortune at the Government house. A month elapsed before any answer was given to Miller's request for a commission in General San Martin's army, then fighting in Chile; and this delay had well nigh deprived the patriot arms of one

who was destined to be a hero of no common order. Miller was treated with great hospitality by his countrymen in Buenos Aires, and received a flattering offer of partnership; but while hesitating about his choice in the career of life he was luckily influenced by the advice of an English lady (Mrs. Mackinlay), who said to him "Were I a young man I would never abandon the profession of arms for one of mere money-making." Two days later he had received a captain's commission and taken farewell of his friends. He set out for Mendoza accompanied by two postilions, one of whom at a halt in the first post-house remarked to his companion "What a fool this Englishman is ! he does not even know how to smoke." Miller reached Mendoza on the 9th day ; a ride of 600 miles. It took him only $3\frac{1}{2}$ days to cross the Andes, by the Uspallata pass, arriving at Santiago, on January 24th 1818. The patriot army was at Las Tablas, near Valparaiso, and Gen. San Martin at once attached him to the Buenos Aires artillery under Col. Plaza. This corps consisted of 480 men, with 10 six-pounders.

The first engagement in which Miller measured swords with the enemy, was the disastrous affair of Cancha Rayada. Under cover of night the Spaniards attacked the patriot army, and a panic ensued; Gen. O'Higgins being wounded, and most of the army running away so precipitately that several reached Santiago next day, a distance of 250 miles. This disaster was but a prelude to the glorious victory of Maipú.

Miller had saved two of the Buenos Aires guns, and O'Higgins and San Martin, collecting some of the fugitives, were able to muster 6,500 men in defence of the capital. Hundreds of the citizens had set out on foot to cross the Andes, regardless of the winter snows. The battle of Maypu was fought on April 5th 1818, the armies on both sides being nearly equal. It resulted in the annihilation of the Spaniards, who left 2,000 slain on the field, and 3,500 wounded and prisoners. The patriots had 1,000 hors-de-combat.

Meantime Miller had been sent with a company of foot to take possession of the shipping at Valparaiso. He embarked aboard the Lautaro, and bore down upon the blockading squadron, but the latter was too strong; and after a desperate engagement the Lautaro had to return into port, having narrowly escaped falling into the enemy's hands.

The affair of the Lautaro, although unsuccessful, gave fresh courage to the patriots, who at once proceeded to equip a fleet of 4 vessels under the command of Commodore Blanco. The hills above Valparaiso were covered with spectators as the fleet put to sea, Oct. 9th 1818; the land forces on board being under the command of Major Miller. The fleet was ordered to intercept a Spanish frigate and convoy, daily expected from Spain with 2,800 men. On Oct. 28th the San Martin and Lautaro captured the frigate (*Reyna Maria Isabel*), most of the crew of the latter leaping overboard and swimming ashore.

Miller was sent with a flag of truce to offer them their lives, but they made him prisoner, carrying him up to the mountains, where Gen. Sanchez condemned him to be shot. He was, however, rescued by the intervention of Col. Loriga, whose friends he had known in Spain, and safely conveyed to the beach with his eyes blind-folded, under Loriga's escort.

Nothing could exceed the joy with which Miller was welcomed on board by the Admiral, officers and half-breed Cholo militia, who had mourned for him as dead; the Cholos had urged Blanco to allow them to land and go in quest of their brave commander.

The Chilian fleet carried Spanish colors, and as each of the Spanish transports arrived off Santa Maria island the order to anchor astern of the Maria Isabel was unsuspectingly obeyed; on a musket being fired the Commodore ran up the Chilian flag, having captured the whole convoy.

On Nov. 7th the squadron returned to Valparaiso, and as 13 sail entered the bay, in line, the cheers of the assembled crowds echoed along the shore. Soon after their arrival Blanco and Miller proceeded to Santiago, and as they approached that city they were welcomed by thousands of people in the most enthusiastic manner. For some weeks there was a round of festivities, at all of which Miller was an honored guest.

On the arrival of Lord Cochrane from England in January 1819, an unsuccessful attempt was made to destroy the Spanish shipping at Callao, where the

enemy had 30 war-vessels. Miller took possession of the island of San Lorenzo, in the bay of Callao, and suffered so terribly from a powder explosion that he was six weeks confined in a dark room and fed through a plaster mask.

The fleet returned to Valparaiso June 17th 1819, having on board 37 patriot officers and soldiers rescued by Miller from the Spanish dungeons on San Lorenzo island. Among the republican prisoners at this time confined at Callao was Captain Esmonde, brother of Sir Thomas Esmonde, baronet, Co. Wexford; he was soon after released through the friendly offices of Capt. Shirreff, H. M. S. *Andromache*, with whom he returned to England. In later years Capt. Esmonde was employed by the Peruvian Government to report on some proposed canals at Tarapacá; the vessel in which he embarked was never more heard of.

Miller's next service was in a fresh attempt by Cochrane against the shipping of Callao, which was again a failure, the rockets going off badly.

The capture of Pisco was a gallant affair in which Miller received 3 musket balls and was carried, apparently in a dying condition, to the flag-ship *O'Higgins*, now homeward bound for Chilian waters. Before reaching Valdivia he was already convalescent, and landed at the mouth of the Bio-bio to reconnoitre the fort of San Pedro.

Few of the events of the war of Independence throw greater lustre on the patriot arms than the

capture of Valdivia, a place of great strength, mounting 118 guns and manned by 1600 Spanish troops. Miller was in the first boat, with 44 marines; the fire of the garrison riddled the boat and struck several of the men, one bullet passing through Miller's hat. The patriot storming force of 350 men, led on by Miller, took 5 forts before daylight dawned; climbing up slippery rocks under the fire of the garrison, whose Col., Hoyos, surrendered his sword to Miller, at the same time observing that he regretted not having been killed in the fight. Miller recognized him as the officer who had aided Loriga to save him when about to be shot by Sanchez.

From Valdivia in Feb. 1820 Cochrane turned to Chiloe, where Miller again led the attack by land. At the head of 170 marines he landed under cover of night, captured 2 forts, and was on the point of taking a third when he and 38 of his men were struck down by a volley of grape and musquetry; his men were forced to retreat, but not without carrying off their gallant leader, who had received a bullet through the left thigh and two other wounds.

Every attention was lavished by the Chilians on Miller during the period of recovery from his wounds, at the house of Lord Cochrane in Santiago. In June 1820 he was promoted by Gen. San Martin to be Lieut.-Colonel, two months before the army embarked at Valparaiso for the liberation of Perú: Miller had 4 companies of infantry and artillery aboard the

transport Santa Rosa, and it is remarkable that of 4,500 men who went on this expedition only 100 survived to be present at the final victory of Ayacucho, 4 years later, Miller being of this number.

Landing at Pisco with 600 men he made a diversion towards Moqueguá and Arequipa, and routed the Spaniards in many encounters; treating his prisoners with such humanity that when he sent a flag of truce to Arequipa the bearer was sent back loaded with presents. For his gallantry on this raid he received the grade of Colonel.

Meantime Gen. San Martin had taken Lima, on July 9th, and declared himself Protector of Peru. One of his first acts was to distribute Government properties among his followers, and Miller's share was valued at 25,000 dollars.

On his again taking the field he headed a light division across the Andes, capturing some cattle from the Spanish commander, Gen. Canterac. One day he halted at a rancho and chanced to find the corpse of Gen. Sanchez, who had died by the roadside and was deserted by the retreating Spaniards: this was the man who ordered Miller to be shot at Talcahuano.

On his return to Lima Miller was directed to form and officer a regiment of infantry, Indians and cross-breeds, preparatory to an expedition against the royalists at Iquique. When the expedition was ready Mr. John Parish Robertson gave a ball at Lima to Col. Miller and the officers. The command in chief

was given to Gen. Alvarado, the divisions embarking at Callao on Oct. 10th 1822. The army landed at Arica, whence Miller was sent with 120 men to make a diversion near Arequipa. Miller caused a panic among the Spanish garrisons of the interior, no less by his daring than by the celerity of his movements. During a campaign of 10 weeks with a single company he performed, as the *Gaceta* of Lima said : "prodigies of valor and military skill equal to those we read of in Xenophon." Crossing the desert of Ocaña he was taken so ill that he had to be carried on board and conveyed to Callao. Here he was kindly received aboard H.M.S. Aurora by his old friend Capt. Prescott, and he writes, "I regard the Aurora as my home afloat. The sight of her pendant gladdens my eyesight almost as much as would the vane upon Wingham church steeple."

At Lima and Callao all parties vied in giving him the most cordial reception; and on April 8th 1823 the Peruvian Government raised him to the rank of General of Brigade.

The Spaniards had now concentrated 9,000 men in the valley of Xauxa, and in June Canterac occupied Lima with a large Spanish force, but the approach of Gen. Sucre with 3,000 Bolivians obliged him again to retire. In August Miller joined Sucre, now Commander-in-chief, and by his orders seized the important city of Arequipa. Gen. Valdez at the head of 4,000 Spaniards marched 1200 miles in 57

days, to intercept Santa Cruz; the patriot commanders united their forces, some 7,000 strong, but were overtaken by a snowstorm, lost their artillery, and were seized with such panic that the men threw down their arms and fled. This disaster forced Gen. Sucre to retire from Arequipa to the seaboard, Miller covering his retreat with 140 cavalry, as far as the port of Quilca. Miller was then ordered to get back to Lima by land, a distance of 600 miles. This he safely accomplished in the face of an active enemy who harrassed and pursued him about 400 miles; he entered Lima with a supply of 600 spare horses and 400 oxen for the use of the patriot army.

At this critical moment (Sept. 1823) General Bolivar hastened with 5,000 Columbian troops to the aid of Peru, and quickly turned the fortunes of the war. The garrison of Lima was raised to 7,000 men; at the same time Miller received a letter from Bolivar, that "for a long time I have desired to know you personally, since your services have won for you the gratitude of all Americans."

It was on May 19th 1824 at Huaras that General Miller first met Bolivar, who at once gave him command of the Peruvian cavalry, with orders to cross the Andes and occupy Pasco. The Spanish forces in Peru were about 19,000 men, Bolivar's half that number, and thus commenced the campaign of 1824 which was to win in less than 6 months the independence of all South America.

The patriot army, under Bolivar as Commander-in-chief and Gen. Sucre as Chief-of-staff, crossed the Andes to Pasco in July, in 3 divisions, each one day's march apart from the preceding one, and driving along with them 6,000 oxen for food. The men suffered terribly, the thermometer reaching 90 at noon and going below freezing point at night. Miller with 1,500 horse was observing the movements of the enemy when Bolivar came up with him near Lake Xauxa.

On August 5th was fought the battle of Junin, in which Gen. Canterac made a brilliant charge upon the patriots, and Gen. Necochea being wounded and taken prisoner, the command of the cavalry devolved on Gen. Miller, who completely routed the enemy. The wounded on both sides died of cold during the night. Bolivar was so pleased with Miller's cavalry that he ordered them to be henceforth styled "Hussars of Junin." Then giving command of the army to Sucre, he proceeded in person to Lima to hasten up reinforcements for the great battle that he knew was now at hand to decide the cause of Independence.

Never did the morning sun break with more effulgence upon the snowpeaks of the Cordillera, over the plain of Ayacucho, than on the eventful 9th December 1824; the last time that ever it was to rise upon the banners of Spain in this continent. The royalist army was in position on some ridges; the patriots were drawn up on the plain, resting their flank on the

Indian village of Quinua. As Gen. Sucre had been unable to wait for reinforcements from Bolivar his army did not exceed 6,000 men; while the enemy, commanded by the Viceroy in person, counted nearly double that number. Miller commanded the patriot centre, composed of Hussars of Junin, Grenadiers and Hussars of Columbia, and Grenadiers of Buenos Aires. At 9 a. m. the Viceroy, on foot, placed himself at the head of his army and began to descend towards the plain. Sucre rode along his lines and encouraged his men. All being in readiness he gave the word of battle, ordering Gen. Cordova's cavalry to charge the enemy. So impetuous was the onset that the Spanish lines were broken, after great slaughter, and the Viceroy was wounded and taken prisoner. Nevertheless the royalist right wing, under Valdez, had repulsed the Peruvian and Columbian divisions and opened a heavy artillery fire on the patriots. General Miller hastened to the rescue, supported by Colonel Moran of the Columbian division, and a vigorous charge of the Hussars of Junin at once drove back the enemy in such confusion that they broke and fled, leaving their artillery in Miller's hands. This decided the battle, and at sundown the whole Spanish army surrendered, including Viceroy Laserna, 15 Generals, 84 Colonels, 484 officers and 3,200 men. The patriots had lost 10 officers and 360 men killed, and 50 officers and 559 men wounded. The royalists had 1,400 killed and 700 wounded, and

lost 15 pieces of artillery. The patriots had only one field-piece in the battle. Many writers ascribe the victory exclusively to Miller, who was certainly the hero of the day, although not holding the chief command. The battle of Ayacucho was the last fought by the Spaniards in South America.

The war being over Miller was appointed Governor of Potosi, still suffering so severely from his wounds that he had to be carried by Indians, in a litter. In the following year he had the gratification of giving a triumphal reception at Potosi to Bolivar and Sucre. His health obliging him to make a trip to Europe he resigned his post in Nov. 1825, and received a farewell letter from Bolivar acknowledging that his 'intrepidity and tact had so much contributed to the victory of Ayacucho.' The Peruvian Government presented him with the sum of 4,000*l.* sterling; and Miller proceeded overland to Buenos Aires, a ride of 1700 miles from Potosi. He was well received at Tucuman, Santiago, and other towns on the route. The Governor of Salta presented him with 24 square leagues of land on the Bermejo. At last he reached Buenos Aires on January 6th 1826, being exactly 8 years on that day since he had set out from the same city for the patriot army. He landed in England, on July 6th 1826, and was presented with the freedom of Canterbury, and treated with great distinction.

After a residence of 17 years in England he was appointed British Commissioner to the Sandwich

Islands, where he signed the treaties with G. Britain of 1844 and 1851, as H. B. M. Plenipotentiary.

The Peruvian Government had conferred on him the title of Grand Marshal of Ayacucho, in recognition of the leading part taken by him in that battle, and in 1851 we find he returned to Peru to resume his post in the army of that country. Here he remained 10 years, enjoying the esteem and honor due to his services. Seeing his last moments approaching he expressed a wish to be permitted to die on board a British vessel of war. He was accordingly conveyed aboard H. M. S. Naiad, at Callao, and breathed his last, Oct. 31st 1861, under the shadow of that flag which "gladdened his eyesight as much as the vane of Wingham steeple."

His body was embalmed by the President's physicians, who extracted two bullets and counted the marks of 22 wounds. It was conveyed ashore with great pomp on Nov. 3rd, and lay in state at the Arsenal until next day, when a grand military funeral took place to the English cemetery at Bella Vista, at which all the Corps Diplomatique, public functionaries and foreign consuls attended, as well as detachments of horse, foot and artillery, to pay the last tribute to the Grand Marshal of Ayacucho.

South-America, as Gen. Bolivar said, will always claim Miller as one of her most glorious heroes.

CAP. XXIII.

GEN. MILLER'S COMRADES

Lieut.-Col. Charles was educated at the Royal Military Academy at Woolwich. Having obtained a lieutenancy in the royal regiment, he went out to Portugal in the year 1808 with a detachment of artillery, appointed to serve with the "Lusitanian Legion", then enlisted under the orders of Sir Robert Wilson, who, perceiving the excellent qualities of Charles, appointed him his aide-de-camp, and throughout the service in the Peninsula he distinguished himself on every occasion by his talent, coolness, and intrepidity. When Sir Robert Wilson was sent to Constantinople to assist in the negotiations for peace between the Turks and Russians Charles was again put on his

staff, but his junction with Sir Robert was delayed till that general was appointed as military commissioner with the Russian army. Charles, during the whole of the campaign in Germany and in Italy, continued to do the duty of aide-de-camp to Sir Robert Wilson, and gained the affection and esteem of all the allied commanders. The sovereigns particularly distinguished him, conferring on him the Cross of St. George of Russia, of Merit of Prussia, and of Maria Theresa of Austria. In Sep. 1819 he accompanied Lord Cochrane's expedition from Valparaiso against Callao, having command of the fire-ships, rockets, and 400 marines, with Miller for his second. On Oct. 1st, the Spanish Admiral having refused to come out and fight Cochrane the rafts for rockets were put together by Charles, and next night he made the attack. The persons employed upon the rafts were provided with life-preservers made of tin, in the shape of the front-piece of a cuirass, and filled with air. The rafts were formed of two tiers of large logs of timber, of the dimensions of sleepers used in laying down platforms in batteries. The upper tier was about a foot above the surface of the water. Not more than one rocket in six went off properly. Some burst, from the badness of the cylinders; some took a wrong direction, in consequence of the sticks being made of knotty wood; and most of them fell short. Thus failed an attack from which so much had been expected. Cochrane then made a descent on the opulent

town of Pisco. The Spanish force, consisting of six hundred infantry, one hundred and sixty cavalry, and four field-pieces, under the command of Lieutenant-General Gonzalez, were drawn up to receive the assailants. Charles with 25 men filed off to the right, to reconnoitre the enemy's left, whilst Miller pushed on to the town with the rest of the marines. The Spaniards kept up a brisk fire from the field-pieces and from the artillery in the fort, as well as from the infantry posted behind walls, on the tops of houses and the tower of the church. The enemy fled when the patriots approached their lines. The gallant Charles was mortally wounded while charging 4 times his own numbers outside the town. Miller was also wounded, and when both were conveyed aboard the Lautaro the two friends, both apparently on the brink of the grave, took leave of each other in the most affectionate manner, as Charles was conveyed aft to the cabin, where he expired a few hours later.

Colonel Charles O'Carroll, who had served in Spain, was one of the most popular officers in the Chilian army, and met with a sad fate. Being sent with a small detachment against the savage Benavides, who was at the head of some Indian tribes and committing great atrocities in Arauco, a battle took place at Yumbel, Sep. 23rd 1820, in which the Indians, 1500 strong, cut his force to pieces and put to death all the officers in a most cruel manner. O'Car-

roll had his tongue cut out, and was then butchered. Lieut. Bayley perished on the same occasion.

Lieut.-Col. Moran, who commanded the Columbian cavalry at the battle of Ayacucho, and gallantly supported Miller in the final charge which secured the fortunes of the day, was doubtless an Irishman, and had probably come out in the Legion of Gen. Devereux. The name of Moran is very common in the counties of Carlow and Kilkenny, but exists also in Spain.

Lieut.-Col. Sowersby, who was killed in the battle of Junin, was a bosom friend of Miller, and his services are recited in the chapter of Anglo-Peruvian Commanders (which see).

Major Duckbury of the English Rifles served under Miller after the battle of Junin, and was killed in a skirmish at Chonta Valley, a few days before the victory of Ayacucho. He was reputed "one of the best and most indefatigable officers in the Columbian army."

Capt. Henry Hind was in command of one of the rocket rafts under charge of Miller in the second attack on Callao, in which affair his raft blew up, throwing him into the sea, and he must have perished but that fortunately he had on a life-belt. He took a gallant part, two years later, in the assault and capture of Mirabe, again commanding a rocket party under Miller, who says "Hind's conduct reflected credit on his country and on the cause he had espoused." Some time afterwards he was sent

by Miller from Tacna to Machaca to negotiate an armistice with the Spanish general. He got into Machaca without being perceived by the sentries, and surprised Gen. La Hera sitting at table with his officers, after dinner. They treated him most courteously, the General signing the armistice next day.

Captain Hill equally distinguished himself in the capture of Mirabe: he and his marines were carried off their legs in crossing the river, but none were drowned. Hill pushed forward with great spirit, and being well supported by Miller, the result was a complete success for the patriots; the Spaniards losing 100 killed and 160 taken prisoners. Hill was afterwards drowned at sea.

Capt. Smith was aide-de-camp to Gen. Miller at the battle of Junin, and a few days later fell into the hands of some Guanta Indians, who beat him severely and kept him prisoner, but on the third day he escaped to the coast. The Indians had at first intended putting him to death, but he was saved by the intercession of one of the tribe at whose house Miller had once halted.

Capt. Warnes was instrumental in saving Miller's life when the latter was seized with a flag of truce at Talcahuano. He conveyed a notice to the Spaniards that if Miller were not delivered up next day all the Spanish prisoners would be hanged at the yard-arm. Miller was accordingly released.

Lieut. Wyman was an officer of the Hussars of Junin, wounded in the battle of that name ; he was unable to keep up with the patriot army in the march to Ayacucho and with some other wounded fell into the hands of the enemy. Having failed in a desperate attempt to escape from his escort, he was treated with great severity. Not being able to sit upright on horseback, the Spaniards slung him across a raw-boned mule, and conducted him in this manner almost senseless for two days. On arriving at Abancay, he was supposed to be so near his end, that he was thrown upon a heap of rubbish at the door of a hut, and left to die. A poor Indian woman, under cover of the night, with the assistance of her son, removed the almost lifeless body, and concealed it until the royalists marched away, after which she watched over the unfortunate Wyman with the greatest care and solicitude, administering all the aid her scanty means would allow.

Upon Miller's entering Abancay, about ten days afterwards, he was told that an Englishman was lying in a hovel, in the most deplorable condition. He hastened to visit him, and found Lieutenant Wyman stretched out upon a rug, which was saturated with his blood, and sticking fast to his festering wounds. The unfortunate youth was quite delirious, and so emaciated, that it was with difficulty the general could recognise the features of his young friend. He immediately supplied him with some linen and clothes,

and left what money he had for the Indian Samaritan. Wyman recovered under her care.

Lieut. Gerard, a brave young Scotchman, earned great glory in the fight at Quechereguas, and was killed next day in the battle of Cancha Rayada. He had formerly belonged to the British rifle-corps.

Samuel Haigh and James Barnard belonged to a number of English merchants who joined the patriot cavalry as volunteers and fought at the battle of Maypu. Mr. Haigh afterwards traded in a vessel of his own, called the *Enterprise*, between the River Plate and Chile.

Dr. Welsh, private surgeon to Lord Cochrane, volunteered to accompany Miller in the attack on Mirabe, and was killed in the hour of victory. In Miller's memoirs it is said "the loss of this fine young Scotchman was very much deplored. There was a liveliness of manner and a kindness of heart perceptible in his assiduous attentions to the sick and wounded, which won for him more than the esteem of all. The soldiers wept over his remains; and such was the idea of his worth in the minds of the inhabitants of Tacna, that the news of his fall produced in the principal families sensations of regret to an extent unusual upon so short an acquaintance. Cochrane wrote that he would sooner have lost his right arm; and Miller had to lament a friend, whose unwearied attendance had beguiled the irksome hours of a sick-bed and long suffering from severe wounds. Welsh was mourned

alike by the soldiers and by the sailors, by his countrymen and by South Americans; and his early death was a severe loss to the patriot service."

Surgeon Molloy, an Irishman, succeeded Dr. Welsh but lived only a few days. He was drowned next month, with a boat's crew, in the attempt to surprise Ilo.

Dr. Nichol attended Gen. Miller during a dangerous illness when Governor of Puno, in 1825. An old wound had broken out afresh, and mortification set in, but Dr. Nichol made an incision in the General's side and treated him with such attention and skill that he recovered. Nichol at the time resided at La Paz and had to come 170 miles on horseback at the summons of his illustrious patient and countryman.

Mr. William Cochrane, an English merchant of Arica rendered valuable assistance to Gen Miller in enabling the remains of the patriot army to embark after the defeat of Moquegua. Miller had just pushed off in the last launch, when the Spaniards entered the town.

CAP. XXIV.

ANGLO-PERUVIAN OFFICERS

Lieut.-Colonel Sowersby, who succeeded Colonel Charles in command of the marines when Charles was killed in the capture of Pisco, was of English parentage, although born at Bremen. He commanded an infantry detachment in the expedition of General Santa Cruz to Upper Perú, but afterwards was made Lieut.-Col. of a squadron of Hussars, and at their head received his death-wound in the battle of Junin. His last moments are thus described by Miller:—

“As I entered Bolivar’s hut I perceived my old companion-in-arms, the gallant Colonel Sowersby, leaning against the wall. He had received two lance wounds, neither of which was then thought dange-

rous, yet his countenance was marked with a wild expression that bespoke approaching death. At first he hardly noticed me, but after a short pause grasped my hand, and said with a faltering voice. "My dear Miller, we took arms in this cause almost on the same day. We have often fought side by side. You have witnessed my conduct. You are my oldest and best friend in this service. I am too feeble to say much. You see what is likely to happen. Write to my good old father and mother, and tell them that I fell in a glorious cause."

Sowersby had fought under Napoleon at Borodino, and survived all the horrors of the retreat from Moscow. He died two days after the battle of Junin, at Carhuamayo, aged 29 years; and Gen. Miller erected a tablet over his grave with the following inscription:—

"Sacred to the memory of Lieut.-Colonel Charles Sowersby of the Hussars of Junin, at whose head in the battle of Junin he received two mortal wounds on Aug. 6th 1824, in the moment of victory.

"He died two days later at Carhuamayo, deeply regretted by his companions-in-arms, witnesses of his valor at Maypu, Rio Bamba and Pichincha, in the cause of Independence.

"This monument is erected as a token of esteem by his friend and comrade, Gen. Miller."

The navy-list of Peru during the War of Independence and subsequent years furnishes the following

names of English commanders and officers, as supplied to me by the Minister of War, His Ex. Don Pedro Bustamante, under date Feb. 10th 1877.

Admiral Martin George Guise, was captain of one of the Chilian war-vessels under Lord Cochrane in the attack on Callao, and distinguished himself in leading the assault to cut out the Spanish frigate *Esmeralda*, after the capture of which vessel the command temporarily devolved on him, as Lord Cochrane was dangerously wounded. He was raised to the rank of Rear-Admiral of Peru by Gen. San Martin on Sept. 1st 1822, and given command of the Peruvian fleet on May 8th 1823. In Sept. 1826 he was tried by court-martial at Lima, and honorably acquitted of all charges that his enemies had brought against him. Being again entrusted with command of the fleet he was killed in the glorious attack on Guayaquil, Nov. 24th 1828. In Miller's memoirs it is stated Capt. Guise, formerly of the British navy, entered the Chilian service in Nov. 1818. He commanded the *Lautaro*, 48 guns, in the attack on Callao, Feb. 1819, and was badly wounded. He took part in the capture of Pisco, Nov. 1819, which proved fatal to the gallant Col. Charles. When the army of Gen. Santa Cruz was cut to pieces at Moqueguá "the noble-minded Guise" received his fallen friend with double attention. In January 1824 Guise was made Vice-Admiral of Peru, and hoisted his flag aboard the *Protector* (formerly the Spanish frigate *Prueba*): in

the following month he sailed and attacked the enemy under the forts of Callao, burning the Venganza and another vessel. He blockaded Callao with 5 vessels on Oct. 7th 1825, and the Spanish commander capitulated in the following January, after the garrison had eaten all the horses, cats, and dogs in the place.

Admiral John Illingrot was for some time captain of a Columbian war-vessel till the incorporation of the Columbian with the Peruvian fleet, under Admiral Guise, at Guayaquil, when he was confirmed in his command, on January 8th 1825. Some time later he took part in the capture of Callao, after which he received the grade of Real-Admiral of Peru. In June 1826 he was recalled by the Columbian Government to defend Guayaquil against the Peruvian fleet, and entrusted with the command of the Columbian war-vessels in the war that ensued with Peru.

Captain George Young came in command of one of Lord Cochrane's vessels that conveyed General San Martin's army to Peru. He was made capitaine de fregate in the Peruvian navy, on September 14th 1822, and two months later appointed Commander of Callao arsenal, which post he held till named Captain of the Congress, in March 1823. He captured the Spanish war-vessel Vigie at Arica in 1824. At Guayaquil he succeeded Admiral Guise in command of the frigate Protector. Retiring from active ser-

vice in 1825, he was named Port-captain of Callao but was again ordered to sea in 1834 as commander of the Arequipeño, from which he was transferred to the corvette Confederacion. Retiring on half-pay in 1837 he ran a merchant-vessel for some years along the coast.

Capt. Henry Freeman served for some years as a junior officer until given the command of the Convencion, in 1834. He was placed on the reserve in April 1836. There was an officer of this name, Lieut. Freeman, who distinguished himself at Morro de Sama under Lord Cochrane, in 1821; perhaps the same mentioned here.

Capt. George French first served as pilot aboard Admiral Guise's flag-ship Protector in June 1824, and received in 1825 the grade of Sub-Lieutenant. He was promoted in 1834 to be "Lieutenant-de-fregate", with the post of Port-captain at Lambayaque. Admiral Moran made him Post Captain in 1836, with command of the Flor-del-Mar, from which he was transferred to the corvette Confederation. Having the misfortune to be captured by the enemy's ship Libertad he was detained prisoner for some time in Chile, but escaped from that country to Callao, where he remained until 1839, when he left Perú.

Capt. George Parker entered as cadet in March 1823, and became in the following year Sub-Lieutenant. He was gazetted Lieutenant of the frigate President in November 1829, and afterwards trans-

ferred to the Congreso, in which vessel the crew mutinied at Cobija and made him prisoner. He received permission in 1834 to enter the merchant service, still preserving his rank, and by decree of May 1836 was made Captain of corvette. He seems to have afterwards entered the Chilian service.

Captain Robert Mickeljohns entered the Peruvian navy as pilot of the flag-ship Protector in 1824, and received from Admiral Guise in 1825 his despatches as Second-Lieutenant. He rose to be Lieutenant in 1827, and was seriously wounded by the side of Admiral Guise in the assault of Guayaquil. For his share in this brilliant action he was made Brevet Captain and allowed to retire on full pay, which he enjoyed till his death, at Lima, in June 1836.

CAP. XXV.

ANGLO-CHILIAN OFFICERS.

Many brave Englishmen rendered brilliant services in the Chilian navy, especially those who fought under Lord Cochrane. To them is in great measure due the merit of having made Chile a naval power, and not a few of them fell gloriously in the war of Independence.

Captain (afterwards Admiral) Grenfell entered the Chilian navy in 1819, and was Lieutenant of the flagship O'Higgins at the cutting-out of the Esmeralda at Callao, in which he was wounded. He was a confidential officer and friend of Lord Cochrane, and ac-

accompanied him afterwards to Brazil (see Anglo-Brazilian commanders).

Captain (now Admiral) Simpson first distinguished himself as a Lieutenant under Capt. Crosbie, in the cutting-out of 3 Spanish war-vessels at Callao, 14th July 1821. He served all through the campaign, and is now nearly 60 years in the Chilian navy, having been recently raised to the rank of Admiral. Lord Cochrane, in his memoirs, speaks very highly of Simpson, and says that to him is due the adoption of steamers instead of sailing-brigs for Chilian war-vessels.

Capt. Crosbie was given command of the *Araucano*, 16 guns, in Lord Cochrane's fleet against Callao, Sept. 1819. He led one of the two divisions which cut out the *Esmeralda*, on Nov. 5th 1820, the other being led by Capt. Guise (See Anglo-Peruvian commanders). Finally he acquitted himself with great glory in July 1821 by cutting out 3 Spanish war-vessels and burning 4 others under the guns of the Spanish fortress of Callao.

Colonel Tupper's brief career in the Chilian army was so remarkable for gallant deeds that all contemporary writers speak of him as an honor to the British name. He was born at Guernsey, 8th April 1800, and at the age of 15 had earned the reputation of a modern Hercules. Having several relatives in the British service he sought to enter the army, the year after Waterloo, but failed to obtain an appointment: he proceeded to South America, arriving at Buenos

Aires in 1821. Crossing the Andes he entered the Chilian army, where he soon became very popular. He was 6 feet 2 inches in height, florid complexion, with dark chestnut hair; and his frank and generous manner rendered him a great favorite. He spoke several languages, and his refined tastes are evident in the admirable and touching letters to his friends in Guernsey (see Sutcliffe's memoirs). He served with great distinction against the Araucanian Indians in 1823; for which he was promoted over several other officers to the command of Beauchef's company of Grenadiers. Numberless anecdotes are told of his prowess in the Indian campaign; in one case pulling a Cacique off his horse, and carrying him away as his prisoner. In Gen. Miller's memoirs flattering mention is also made of him. In 1826 he married a grand-daughter of Count Zeegers, at Valparaiso, and was made Colonel the same year for his capture of Chiloe, the last Spanish stronghold in this Continent. Subsequent civil wars caused him much dissatisfaction, and there is a painful presentiment of his sad end in one of the letters to his friends at Guernsey (June 1829). He says:— "In this country the revolutions are so frequent that I cannot expect a long life. I am ready for death at any moment. Already most of the foreign officers have perished by the sword or disease. Nevertheless I shall have lived long enough if I leave a subsistence for my children and an unblemished name. Perhaps

Chile will one day remember my services." A few months later he retired from the army, possibly with the intention of leaving so distracted a country and taking his family to Guernsey. But he was soon after offered the important post of Governor of Coquimbo, and he accepted it. Another civil war breaking out he took the field against the rebels in Dec. 1829, and during his absence a mob of ruffians rushed to his house, to murder his wife. Fortunately Mme. Tupper had been advised in time and had taken refuge in the episcopal palace with her children. The mob proceeded, however, to break open the gates of the palace, vowing death to the "wife of the dog Tupper." In the hall they encountered the Bishop dressed in canonicals, holding a crucifix in his hand, and at this sight they turned and fled. The campaign terminated with the battle of Maule on April 17th 1830, when the Government troops were defeated by Col. Prieto, whose Indian auxiliaries overtook Col. Tupper and butchered him, in the same manner as they had done Colonel O'Carroll some time before. Major Latham was wounded, but survived the defeat. Such was the joy of the Spaniards at the news of Tupper's death that they made a grand procession: they could not forgive his brilliant services in the expulsion of the last Spanish garrison from Chiloe. Thus perished at the early age of 30 years this intrepid commander, the fame of whose exploits had even reached Europe, as mentioned by the London papers

which annonuced his death. Only 4 years previously his brother Lieut. Tupper of H. M. S. Sybille was killed (June 1826) in a combat with Greek pirates near Candia.

Colonel Thomas Sutcliffe entered the Chilian army near the close of the war of Independence, and rose rapidly through various grades, until appointed Governor of Juan Fernandez, 1830. On this remote island he remained several years, and witnessed the fearful earthquake of Feb. 20th 1835, in which he lost all his property. Returning to England in 1841 he published his "Sixteen Years in Chile", an interesting narrative; one of the plates shewing the submarine-eruption as seen from the island on the day of the above earthquake.

Capt. O'Brien, the hero of the Lautaro, had been a lieutenant in the British navy and greatly distinguished himself in the capture of the United States frigate Essex. The Lautaro was formerly the East Indiaman Wyndham, 800 tons, which the Chilians purchased the day before the battle of Maypu; she carried 44 guns, 100 foreign seamen, 250 Chilians and a company of Marines, all officered by Englishmen. O'Brien received orders to go out from Valparaiso and engage the Spanish blockading squadron, which consisted of the frigate Esmeralda, 44 guns, and the Pezuela 18 guns. Running out of port under British colors his vessel was first mistaken by the enemy for H.M.S. Amphion, but on coming

closer he hoisted the Chilian colors and opened fire on the Esmeralda. As soon as near enough he leaped aboard the enemy's ship with 30 followers, whereupon the Spaniards ran down below, and O'Brien hauled down the Spanish colors. Unfortunately the Lautaro was just then separated from the captured frigate by a jerk of the sea, and the Spaniards recovering from their surprise fired from below and shot O'Brien, whose last words were "Never leave her my boys; the ship is ours." The Lautaro succeeded in safely returning to port under charge of Lieut. Walker; before re-entering port he captured a vesse having on board many rich Spaniards escaping from Chile; and from them the patriots exacted a ransom which repaid the price they had paid for the Lautaro.

Capt. Forster was commander of Lord Cochrane's flag-ship, the O'Higgins, 50 guns, in the first attack upon Callao, March 1820. He and Col. Miller captured the island of San Lorenzo, and rescued the prisoners kept there by the Spaniards. A month later he landed at Payta with 120 men, and took the place without firing a shot, the garrison having fled: he carried off several pieces of cannon and much booty. He likewise surprised Supe on May 5th 1820, and made a number of prisoners. He commanded the flag-ship O'Higgins in January 1826, when the Spaniards were driven from Chiloe, their last possession in South America.

Captain Wilkinson was commander of the flag-

ship *San Martin* 56 guns, under Commodore Blanco, in the first Chilean fleet, which sailed out of Valparaiso on October 9th. 1818, and took a principal part in the capture of a frigate and 7 Spanish transports conveying 2,800 troops from Spain. He was confirmed in his command by Lord Cochrane, in January 1819, and served under him with great skill and intrepidity during the campaign.

Captain Carter commanded the *Chacabuco*, 20 guns, in Lord Cochrane's first expedition against Callao. In the following year he was captain of the *Intrepido* at Talcahuano; and on January 9th 1821, being in command of the *Araucano*, he captured after a gallant resistance the Spanish war-vessel *Arauzazu*, 7 guns.

Captain Cobbet was a lieutenant under Cochrane in the attack of the fire-ships upon Callao, one of which vessels he commanded. He was afterwards promoted to be captain of the *Valdivia*, and refused to transfer his allegiance to Peru when difficulties arose between that Government and Cochrane. He was always a trusty friend of the Admiral's, who mentions also that he was a nephew of the famous William Cobbett. In 1826 when Buenos Aires solicited the aid of Chile against Brazil, he was sent to the River Plate in command of the flag-ship *O'Higgins*, which is supposed to have foundered off Cape Horn, as she was never heard of after leaving Chilean waters.

Captain Spry, formerly of the British navy, arrived in Chile before Lord Cochrane and was put in command of the *Galvarino*, 18 guns, which had been brought out from England by Capt. Guise, admirably officered and equipped, and sold to the Chilean Government; she had formerly been *H. M. S. Hecate*. Spry was an indefatigable officer, but almost always at variance with Lord Cochrane, who dismissed him on a charge of mutiny, whereupon Gen San Martin made him his naval aide-de-camp.

Capt. Winter commanded a Chilean war-schooner at the time when Gen. Pinto was retreating from Arica to Coquimbo. His vessel carried but one gun, a 24-powder, which he worked so efficiently when attacked by a Spanish privateer that he carried away the enemy's mainyard and got safe into Coquimbo. He afterwards commanded the *Galvarino*, in January 1826, in the expulsion of the Spaniards from Chiloe.

Captain Robertson was a Scotchman who came out under Guise in the *Galvarino*, from England, and received command of a brig in the patriot service. In 1822 he made a descent at Arauco, where Benavidez and the Indians were committing great cruelties; he surprised the miscreants, took 60 of them and hanged them, but Benavidez and his second, an Italian named Martilini, escaped. Robertson afterwards received a free gift of the island of Mocha, and settled down there for a couple of years, with a Chilean wife and two

servants, being known as Robinson Crusoe, and afterwards joined by a brother from Scotland. The Italian miscreant above-mentioned having turned pirate chanced to visit the island, and carried off Robertson to sell him to the Spaniards, but he contrived to escape. We find him again in command of a vessel in the attack on Callao in 1824. He was afterwards imprisoned by Bolivar for some political offence, but made his escape in a remarkable manner: he knocked down three sentries, ran through the gate, threw himself into the sea, and swam off to a merchant vessel, which conveyed him back to his island of Mocha.

Capt. Bennet was secretary to Lord Cochrane at the capture of Valdivia, and on this occasion a touching occurrence is mentioned. Bennett seems to have been a cabin-boy accidentally left behind on the Araucania territory in 1803. The Indians bringing him in to Valdivia sold him to the family of Del Rio, who adopted him and trained him up as their son, until the Spanish Governor of Concepcion, learning that he was English born, cruelly ordered him to be sent to Lima. After a separation of several years he had the happiness to see again the kind people who had been as parents to him, and the meeting was a scene, says Miller, which drew tears from the spectators. Bennett had the satisfaction of prevailing on Lord Cochrane to exempt the Del Rio family from military levies or molestation.

Captain Brown commanded the Chilian privateer Maypu, which after a severe action was captured by the Spaniards. Lord Cochrane offered to exchange some Spanish prisoners for Capt. Brown and his men, but the Viceroy refused, and alleged he considered them as pirates. They were kept in prison 16 months, under sentence of death, the fetters around their ankles having laid the bones bare. At last Captain Brown escaped by the aid of a sentry, and took refuge aboard H. M. S. Tyne.

Lieut. Bayley, an active young officer, was in the Galvarino, which towed Miller's rocket rafts in the second attack on Callao, October 2nd 1819; when the enemy opened a dreadful fire of red-hot shot, and Lieutenant Bayley was cut in two by a 24-pounder.

Lieutenant Ramsay was 1st Lieutenant, aboard Commodore Blanco's flag-ship, the San Martin, in the capture of the Spanish flotilla at Talcahuano. He became deaf and almost dumb from the effects of the cannonading.

In the attack on Chiloe in January 1826, Captain Bell of the Lautaro, greatly distinguished himself, as also Captain Worster of the Achilles, and Lieutenant Oxley of the Galvarino: the last-named was killed in capturing a gunboat. Captain Bell was afterwards killed in the battle of Maule, along with Col. Tupper.

Three gallant North-American officers also served

with distinction under the Chilean flag: Lieutenants Carson, Manning and Eldridge. The last-named was killed and the others were wounded in the attack by General Las Heras on Talcahuano in December 1817. Carson afterwards commanded a company of marines in Lord Cochrane's descent on Guayaquil, Dec. 1819.

CAP. XXVI.

*IRISH COMMANDERS IN
CHILE AND PERU.*

Some of the Chilian and Peruvian generals of foreign extraction were men born in the humbler walks of life, who fought their way to dignity and rank, like Gen. O'Brien, winning a grade on every field of battle. Others were of patrician birth, such as General Mac Kenna, the hero of Membrillar.

John Mac Kenna was born October 26th 1771, at Clogher, in the county of Tyrone, the patrimony of the ancient Irish sept of O'Reilly, whose estates were confiscated after the fall of Limerick, A. D. 1691. His parents were William Mac Kenna and Leonora O'Reilly, who sent him, when 11 years old, to his

uncle Count O'Reilly, a Spanish nobleman of Madrid. He was placed in the Royal Engineering academy at Barcelona, and there graduated as cadet in 1787, embarking the same year for Morocco. In the campaign against the Moors he was promoted to Sub-Lieutenant, and 5 years later became Adjutant of the Engineer corps. The war of 1794 against the French saw him again in active service, earning such distinction at the siege of Rozas that he was rewarded with the grade of captain.

He embarked for South America in 1796, having letters of recommendation to Viceroy O'Higgins of Peru. Landing at Montevideo with the purpose of proceeding overland to the West Coast he halted some weeks at Buenos Ayres, which city he left 23rd January 1797, crossing the Pampas to Mendoza, and thence over the Andes to Santiago.

Arriving at Lima in May 1797 he presented himself to the Viceroy, who at once commissioned him to construct roads and bridges, and appointed him Governor of Osorno, in the south of Chile. He was also instructed to renew the fortifications of Valdivia, for which Viceroy O'Higgins gave him a sum of \$12,000, besides \$14,000 for a highroad from Osorno to Chiloe, and other public works. He built a church, school, tannery, two mills, and a brick factory at Osorno; and equipped a battalion of 300 men for frontier defence. The new road was completed from Valdivia to Chiloe, through 100 miles of mount-

ain and forest, causing the population of Osorno to double in a short period. O'Higgins was not slow to report to the Spanish Government the notable progress made by Mac Kenna, who accordingly received a letter of thanks from the Minister at Madrid.

The Marquis de Aviles, Governor General of Chile, wished to abandon the Osorno colony, but the King of Spain issued an order by which it was to remain under Mac Kenna's charge as a dependency of Peru. Here he remained until 1808, when Abascal, the Viceroy who succeeded O'Higgins, sent for him to Lima and gave him orders to construct houses of refuge for travellers on the high-road between Santiago and Valparaiso. Three months after his arrival at the Chilian capital he married Josefa Vicuña Larrain, a lady of good family, who was probably the cause of his joining the patriots when the revolution broke out against Spain, Sep. 18th 1810. In the following month he presented, at the request of the Cabildo, a strategic plan of defence for Chile. He was Governor of Valparaiso from January to Sep. 1811, when he was made a member of the patriot Junta, with the rank of Comandante General of Artillery.

The re-actionary movement of Carrera, took place in November, when the Junta was overthrown and Mac Kenna removed from his command and thrown into prison on a charge of conspiracy to murder Carrera. He was banished to the farm at Catapilco,

where he remained in patient obscurity till April 1813, being appointed Adjutant General to Carrera in the expedition then setting out to encounter Gen. Pareja, who had recently arrived from Spain and captured Concepcion and Chillan.

Yerbas Buenas was the scene of a victory over the invaders, who were completely surprised by the patriots and forced to fall back towards Chillan. The command of the reserve was confined to Mac Kenna, comprising the infantry volunteers, some cavalry and the heavy guns, with which force he drove the Spaniards precipitately across the Perquillauquen; the main body of the patriots under Carrera having marched to seize Concepcion. Mac Kenna's troops suffered terribly from cold and privation during the siege of Chillan, in midwinter, which obliged him to raise the siege, August 9th, after a hard struggle with the enemy in a sortie on 3rd August.

At Carrera's request he proceeded to fortify Concepcion, Talcahuano and Talca, the enemy still remaining behind the trenches of Chillan, and receiving supplies from the Viceroy of Peru. In this posture of affairs the campaign of 1814 opened, with Bernard O'Higgins as Commander-in-chief in place of Carrera, and Mac Kenna at the head of a division of 800 foot, 100 horse, and 6 pieces of cannon. The Spanish army sallying out of Chillan divided into 2 columns one going northward, the other south; the first soon threatened Mac Kenna's position, obliging

him to send urgent despatches to O'Higgins for assistance. Before the latter, however, could come from Concepcion to his aid Mac Kenna was so hard pressed that he had to give battle to the enemy at Membrillar, the result being a brilliant success for the patriot arms.

While the royalists fell back in disorder a junction was effected by O'Higgins and Mac Kenna, who obliged the enemy to seek safety within the walls of Talca. O'Higgins remained with the army in observation, and Mac Kenna proceeded to Santiago, where he was welcomed as the hero of Membrillar, and raised to the rank of General of Brigade. At the same time he was made Military Governor of Santiago, and we find his name as Chilian Commissioner appended to the truce proposed by Commodore Hillyard on behalf of the Peruvian Viceroy, which was duly signed at Lircay on 3rd May.

Carrera made another revolution on the night of 23rd of July, and seizing Mac Kenna banished him across the Andes to Mendoza. The letter to the Governor of Cuyo, dated August 2nd 1814, requests him to treat the exile with the courtesy due to his rank and services, but not allow him back to Chile. He was not long at Mendoza when the news arrived of the fall of Rancagua, owing to Carrera's doubtful conduct; and some days later O'Higgins and other patriots arrived from Santiago. In November Mac Kenna crossed the Pampas to Buenos Ayres,

followed by Luis Carrera, brother of his deadly enemy. It chanced that both took lodgings in the same street, almost opposite one another. Carrera sent Mac Kenna a challenge for some alleged comments upon his brother. A duel came off at mid-night (Nov. 21st 1814) at Videla's quinta, near Barracas, Admiral Brown being Carrera's second, and Col. Vargas Mac Kenna's. At the first interchange of shots, Mac Kenna's bullet went through his adversary's hat; at the second Mac Kenna fell dead, having received a ball in the throat. The corpse was conveyed to Sto. Domingo church next morning and buried there. Mr. Vicuña Mac Kenna, the eminent statesman and historian, is grandson of General Mac Kenna.

Gen. John Thomond O'Brien seems to have been born in the south of Ireland about 1790: he came to Buenos Aires in 1816, and joined Gen. San Martín when the army was being got ready at Mendoza to cross the Andes for the liberation of Chile. He was made a Lieutenant in the famous Argentine regiment of Grenadiers-a-cheval, and afterwards aide-de-camp to the General-in-chief, who quickly formed a great friendship for him, that was never after diminished. He would have caught the eye of Frederic of Prussia by his imposing figure, standing nearly 6 $\frac{1}{2}$ feet in height, while his fearless disposition, unvarying honesty, and winning manners made him a favorite in the camp.

When Gen. San Martin had his preparations almost matured he sent O'Brien with a picked body of men (the London papers of the period say 300) to clear the snow in the Andine passes. This occupied some months, and was so arduous that half of his command perished of hardship, exposure and want. It is to be regretted that his modesty prevented him from publishing his auto-biography, but General Miller makes frequent mention of him in his memoirs. O'Brien won his spurs at the battle of Chacabuco, rushing into the Spanish lines, capturing the royal standard, and returning with his trophy to the patriot army.

After the battle General San Martin sent him to pursue some of Maroto's officers who had fled with a quantity of treasure towards Valparaiso. Having overtaken and made them prisoners O'Brien sent the treasure, consisting of 1700 gold ounces (about 6000*l.* sterling) in two boxes to Gen. San Martin. He received afterwards a letter from the Provisional Government, thanking him for his integrity in not appropriating the money.

He accompanied San Martin all through the campaigns of Chile and Peru, until the total overthrow of the Spanish regime, and the proclamation of Gen. San Martin as Protector of Peru. On the day (July 28th 1821) when Independence was declared at Lima the Protector harangued his army in the great plaza, and taking in his hand the standard of Pizarro he

said "this is my portion of the trophies." Then taking the state canopy of Pizarro, a kind of umbrella always borne over the Viceroys in processions, he presented it to Gen. O'Brien, saying "This is for the gallant comrade who has fought so many years by my side in the cause of South-America." This canopy is now in the possession of Gen. O'Brien's daughter; it is 24 feet circumference, of rich crimson velvet embroidered with gold, and has attached to it the following note in O'Brien's writing "This canopy was brought to Peru on Pizarro's second journey from Spain. It was held over him and all subsequent Vice-Kings of Peru on state occasions. Little did they think its last owner would be an Irishman!"

On the conclusion of the war O'Brien turned his attention to mining pursuits and received from the Peruvian Government a grant of the famous silver mine of Salcedo, near Puno.

At that time the mining fever was at its height, and he travelled among numberless tribes of Indians in the wildest parts of the continent, collecting samples of gold, both in leaf and nuggets, which he sent to England.

In 1826 Messrs. Rundell and Bridge, London jewellers, purchased the gold mines of Tipuani and the emerald mines of Illimani, and sent over Mr. Page as their agent. The mines adjoined those of General O'Brien and Mr. Begg, near Lake Chiquito, and as there was great difficulty in procuring food for the

Indian miners the General and his friends undertook the task of sailing a vessel on the lake, 18,000 feet above sea-level, to convey provisions from the other end, a distance of 240 miles. Having purchased a brig in the Peruvian port of Arica they stripped her of anchors and rigging, and after two years of hard labor launched her on the lake. By this means they opened up regular communication with the valleys of Bolivia, but it was impossible to carry up suitable anchors to such a height, and in a storm some time later the brig was dashed to pieces, and with it the hopes of carrying on the mining works. Among the other remarkable efforts of Gen. O'Brien and Mr. Begg they transported a steam-engine across the Andes, dug through the Laycaycota mountain a canal 2,000 feet long, traversed by 9 locks, and laid down a railroad at its extremity for the conveyance of their ore.

After the failure of the mines he came to Buenos Aires when he was imprisoned by Rosas, but liberated at the intercession of the Dictator's daughter Manue-lita. He went to Europe in 1847, as diplomatic agent for Montevideo, and was received by Mr. Canning and Louis Philippe: he published several pamphlets against Rosas and Oribe, and made various ineffectual efforts to promote Irish emigration to Banda Oriental.

His later years were spent in England, but his health giving way in 1861 he proceeded to Lisbon,

where he died in May of that year. Previous to his death he went and chose a place for his grave at St. John's cathedral, Lisbon. He even arranged with the undertaker, got his shroud made, and packed his trunks with the few mementoes for his daughters, having no riches to leave them. To one, who is still a nun at Lima, he sent some feather-flowers, with the remark "these are made by an Irish lady, and equal to any I have seen in South America." To the other, who is married at Valparaiso, he sent Pizarro's canopy. He died a few days later, being over 70 years of age.

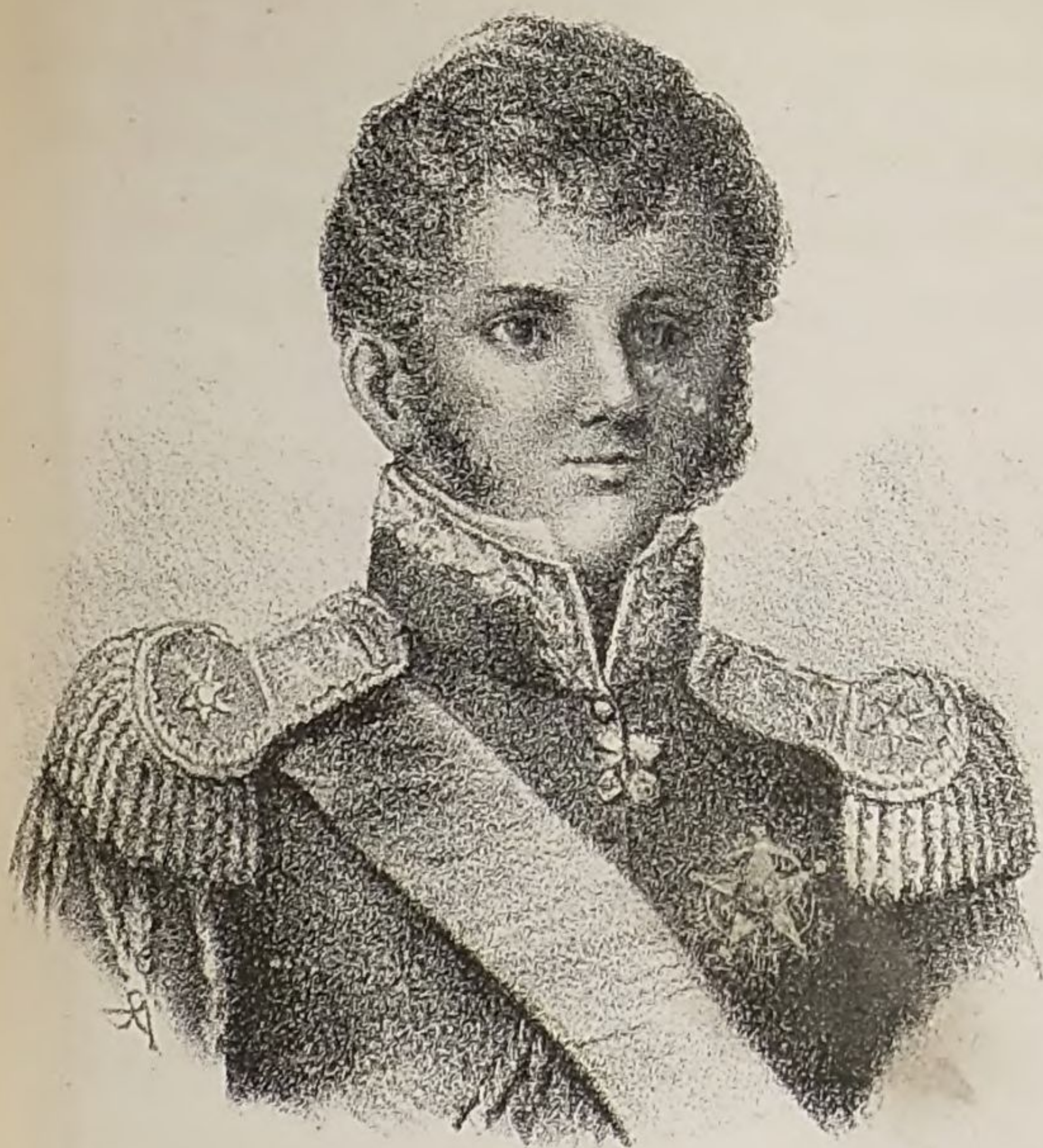
Gen. O'Connor, son of Roger O'Connor and godson of Sir Francis Burdett, was one of the most distinguished soldiers of Independence and played an important part in the final victory of Ayacucho which secured the independence of South America. Having raised a regiment at his own expense he arrived in Perú in command of it, with the rank of Colonel, and was Chief of Staff of the patriot army previous to the battle of Ayacucho, on which eventful day he acted as Adjutant General. In Miller's memoirs it is said of him: "he has often distinguished himself in the field, and is universally esteemed for his bravery, disinterestedness and gentlemanly deportment. He has adhered to the cause of South American independence with persevering enthusiasm."

Gen. O'Connor came out to South America as an ensign in the Irish Legion under General Devereux.

Being made a lieutenant of the Albion regiment he fought all through the campaign of Venezuela and New Granada, from 1819 till 1824, winning a grade on every battle field, till his regiment was reduced to a handful of men, and he had reached the rank of Colonel. Accompanying Gen. Bolivar to Peru he served as Chief of Staff during the interval preceding the decisive battle of Ayacucho, and for his gallantry on that day was promoted to the rank of General. After the war of Independence he became Minister of War in Bolivia, under Gen. Santa Cruz's presidency. Subsequently becoming Governor of Tarija he held this post for many years; the province of Tarija had been one of the Argentine Confederation, but was annexed to Bolivia by O'Connor, when Minister of War. He owned large estancias and always shewed the most cordial hospitality to any English visitors passing through Tarija. He never returned to Ireland, but died at his estancia in 1870, at an advanced age, leaving a large fortune to his son and daughter.

He was a man of aristocratic tastes and traditions, distinguished manners, noble appearance, and inflexible integrity. When a brother-in-law of President Santa Cruz was tried by court-martial O'Connor was made judge with the view of using the President's influence on him, but he condemned and passed sentence on the culprit with the sternness of a Brutus. He claimed direct descent from Roderic O'Connor, last King of Ireland, A. D. 1180, and

used the royal arms of that family for his crest. One of his brothers had gone out to Australia and founded there an Irish colony, amassing great wealth, and dying about 1870. The latest English traveller who visited Gen. O'Connor, was Mr. Weld Blundell of Lancashire, who found the aged veteran in good health and was most hospitably treated by him.



CAP. XXVII.

O'HIGGINS, DICTATOR OF CHILE.

“First in war, first in peace,
“And first in the hearts of his countrymen.”

Bernard O'Higgins, only son of “the great Viceroy,” was born at Chillan on 20th August 1776, his father being at that time commander of the southern frontier. His mother, Isabel Riquelme, belonged to an old Chilean family, and it seems an undisputed fact that the Washington of Chile was of illegitimate birth. His early years were spent under the care of Franciscan friars, who imparted to him the ordinary rudiments of instruction; until the appointment of his father as Governor General of Chile, when he accompanied him to Santiago. He was about 15 years of age when his father sent him to a Catholic college at Richmond, near London, where he acquired not only the sound principles and liberal education which were to mark his future character, but an affection for the language, customs and

people of England that he seems to have warmly cherished throughout his eventful career. His letters in English to Lord Cochrane and others, during the war of Independence, display an easy and correct style, while the sentiments are uniformly frank and magnanimous, as the whole tenor of his life. He always had before him the great model of his august father, and his love for Chile was as patriotic and single-minded as was the devotion of Ambrose O'Higgins to the Spanish crown.

After leaving college he proceeded to Spain, probably to visit his father's friends in that country, and was residing at Cadiz when the news of the Viceroy's death reached him. He returned to his native country and warmly espoused the cause of Independence, beginning public life, like Washington, as a colonel of militia.

His first campaign was on the Laja frontier, where his father had once held the famous conference with the Indian tribes, and where his prestige was still an echo in the mountains of Araucania. The young patriot colonel fought his first battle at Roble, and was shot in the leg; acquitting himself with such gallantry that when the Junta shortly afterwards removed General Carreras from supreme command the post was at once conferred on O'Higgins.

It was a dark hour for the patriot cause. The Spanish commander, Osorio, was marching with 5,000 well-trained soldiers to seize the capital, while

the Chilian army consisted of bands of irregulars, badly equipped; the vanguard under Gen. Carreras, and the main body under O'Higgins. The latter had only time to shut himself in the village of Rancagua, and send urgent despatches to Carrera to hasten to his aid, when the Spanish army appeared in view. Whether through Carrera's jealousy or other cause his column did not proceed to O'Higgins's relief. An attack was hourly expected by the heroic garrison of Rancagua, which place was quite untenable; the Spaniards had already thrown up their batteries to fire on the town, and counted on a easy victory.

On the night of Oct. 1st 1814 O'Higgins made a dash upon the lines of the besiegers and cut his way through, with trifling loss, leaving to the enemy at daybreak the empty glory of occupying the village of Rancagua. "The treason of Carreras," says Vicuña Mackenna, "was the origin of the evils that now befall Chile." Among the patriots who fled across the Andes to Mendoza was General O'Higgins, who there co-operated with General San Martin in forming the army that was to emancipate the Pacific seaboard.

San Martin's army, 3,000 strong, left Mendoza on January 17th 1817, and succeeded in crossing the Andes by the Patos and Uspallata passes without being felt by the Spanish commander in Chile. The patriot army was moving down towards the valley of Aconcagua, about the last days of Jan., when Marcó

del Pont first heard of its approach. San Martin was commander-in-chief, one of the divisions being mostly of Chilian refugees under Gen. Bernard O'Higgins, another of Argentines under General Soler, and the artillery commanded by Fray Luis Beltran, a Chilian friar, who served throughout the campaign with great valor and distinction.

Chacabuco is the name of a range of hills running out from the Cordillera between Santiago and San Felipe, being 40 miles north of the former place. The height of the Cuesta, where the high road crosses the range is 4,200 feet above sea-level, and between this point and the Cordillera is the plain where the battle was fought.

The royalist general had fatigued his men by marches and counter-marches while the patriots pressed forward steadily towards the capital. General Las Heras with an Argentine detachment repulsed a Spanish column at La Guardia, while San Martin occupied the village of Putaendo; and on Feb. 8th the patriot army was drawn up near the foot of the Chacabuco range.

While Brigadier Maroto and Viceroy Marcó del Pont were hastening to reconcentrate their forces the Argentine general resolved to strike a sudden blow before they had time to prepare to meet him. Accordingly on the night of Feb. 11th, the General-in-chief and his trusty companion O'Brien, both disguised as gauchos, set out on horseback to recon-

noitre the enemy, whom they found encamped on the other side of the hills.

Orders were at once given to attack the royalists at daybreak. Gen. O'Higgins was to lead his division by the high-road that ascended the Cuesta, and Gen. Soler to take the enemy in flank by crossing the range much lower down. Gen San Martin commanded the rear-guard in person.

By sunrise O'Higgins had swept before him the Spanish sharpshooters who tried to defend the pass of the Cuesta, and driven them in disorder to their camp. Then carried away by the ardor of the moment he forgot San Martin's injunctions to wait till Soler's column should appear on the other side of the hill, and charged impetuously into the thickest of the enemy. The Spaniards fought like men who knew that the fate of a kingdom rested on the issue. At the critical moment Soler's dragoons came up to the support of O'Higgins, and decided the fate of the day.

The Spaniards gave way on all sides, and by noon the battle was over. The loss of the enemy was 450 killed, 600 prisoners, and a large quantity of war material taken; including 1,000 stand of arms, 2 pieces of cannon, 16 ammunition chests, and 30 waggons laden with baggage. This battle threw open the gates of the capital, whose citizens came out to welcome O'Higgins and proclaim him Dictator of Chile.

During an administration which lasted six years he gave every proof of the fitness of his elevation to power, and the talents for government which he inherited from his father. He sent to England for Lord Cochrane and created a navy for Chile, knowing that this was the first step towards securing the independence of the country. In the memoirs of Gen. Miller and Lord Cochrane we find frequent testimony to the honesty and zeal of O'Higgins.

It has been the misfortune of South America to surpass the republics of antiquity in the ingratitude shewn towards its greatest benefactors. Bolivar was banished, Sucre fell under an assassin's dagger, San Martin closed his eyes in a strange land, Belgrano dragged out a life of poverty. We must not be surprised to find that the Father of his Country, as O'Higgins is affectionately styled, was deposed by a military revolution, and obliged to take refuge in Peru, from which country he never returned. The last scene of his public life is graphically described by contemporary historians, and there are men still living who remember the eventful scene in the Senate-house of Santiago.

Freyre's partisans had not only gained ground in the Southern Departments, but also intrigued with such success in the capital that the Congress showed a disposition to call on O'Higgins to resign the reins of power. Accompanied by two aides-de-camp the Dictator rode up to the door of the House, dismounted,

and with defiant air walked up the centre of the hall. The Deputies looked at each other in silent wonder. The hero of Rancagua and Chacabuco scowled upon them and asked which of them it was wished to censure his acts, or what wrong he had done to Chile? Silence prevailed, until again broken by the Dictator who burst out in a tone of arrogance. He pointed out that his life and energies had been consecrated to the national welfare.

By this time the hall had become filled with citizens who cried Viva O'Higgins! Nevertheless one of the Deputies stood up boldly and said "The southern provinces are with the revolt; Gen. Freyre is marching on the capital, and you, Gen. O'Higgins, have no authority beyond the walls of this city. It is time for you to resign the Dictatorship which the people confided to you." He replied by denying the Chamber had any right to depose him, but seeing that the bystanders applauded those of the Deputies who called for his resignation he gave one long, bitter gaze around the Hall, and then took his adieu of public life and Chile in these words—

'It has pleased Divine Providence to make me mainly instrumental in the Independence of my country. I have loved Chile from my boyhood and shed my blood on the battle-field which secured her liberties. I now retire from power, and if I have wronged any man let him come and plunge his dagger in my heart.'

It was such a moving spectacle that many persons were affected to tears, and as the fallen ruler retired from the Senate house he was greeted with enthusiastic Vivas! from the fickle populace. A week later he embarked for Peru (February 1823), never to revisit the country of "his birth his passion and his destiny."

For nearly 20 years he ate the bread of exile, although always treated as an honored guest at Lima, in which city he died on Oct. 24th 1842. He left a son, Demetrio O'Higgins, a wealthy and patriotic Chilean farmer, who contributed \$20,000 towards the defences of Valparaiso when the war with Spain occurred, in 1865. This estimable man brought out from Europe a rich mausoleum for the remains of his father and grandfather; and the Chilean Government caused the ashes of General O'Higgins to be brought back from Lima and in-urned with great pomp, in 1869, in which year Demetrio also died.

In 1872 the equestrian statue of O'Higgins was inaugurated amid great national rejoicings at Santiago. It represents the General in heroic attitude, as when he cut his way through the Spanish lines at Rancagua.

CAP. XXVIII.

FRIENDS OF BOLIVAR.

Gen. Bolivar seems to have had a special liking for Englishmen, and all those who figured at different periods on his staff or commanded divisions of their own fully justified such confidence by their valor, skill and fidelity.

Colonel (afterwards General) Daniel O'Leary was first aide-de-camp to the Liberator; he accompanied him all through the War of Independence, was still by his side in exile, and received Bolivar's last breath. He was nephew of the respected Father O'Leary, and leaving Ireland at the age of 17 joined the South American patriots (A. D. 1818), in whose cause he served with high distinction, being present at almost

every battle in Colombia, and receiving several wounds. He was always employed by Bolivar on missions of great trust, and on various diplomatic business, in which (says Miller) he acquitted himself with great ability. He was a man of classical and refined taste, as shewn in the following extract from a letter to his family describing the ancient City of the Sun and capital of the Incas:—

“Cuzco interests me highly. Its history, its fables, its ruins, are enchanting. This city may with truth be called the Rome of America. The immense fortress on the north is the Capitol. The temple of the sun is its Coliseum. Manco Capac was its Romulus, Viracocha its Augustus, Huascar its Pompey, and Atahualpa its Cæsar. The Pizarros, Almagros, Valdivias, and Toledos are the Huns, Goths, and Bourbons who have destroyed it. Tupac Amáru is its Belisarius, who gave it a day of hope. Pumacagua is its Rienzi and last patriot.”

After the war Gen. O'Leary was appointed British Chargé d'Affaires at Bogota. His latter years were spent in Rome, where he died in 1868. His son has been many years in the British Consular service, and acted some time as Chargé d'Affaires in New Grenada.

Brigadier General Gregor McGregor was representative of an old Highland clan, whose traditions of fighting ascended to pre-historic times. He had been some years in the British army, and risen to the rank

of captain, afterwards entering the Portuguese service, in which he won the grade of colonel, and was invested with the order of Tower and Sword. Bolivar had but recently begun the struggle for Independence when McGregor proceeded to Venezuela, in 1813, to offer his sword to the patriots. He not only would accept no pay, but devoted all his patrimony to the cause of his adoption, and rapidly won distinction no less by his personal valor than his talents as a commander. A contemporary writer says of him:—"Since he first landed at Ocumare, 4 years ago, he has gained universal prestige by his bravery in the field, his consummate tactics, and the discipline of his men. He receives no pay, and strictly punishes pillage."

His first exploit on the Spanish Main was the seizure of Santa-Fé (1813), after which he was made Commander of the north frontier. The same year he captured Pamplona, his small but well-disciplined army consisting of 400 lancers and 200 infantry.

In 1816 we find him assisting at a council-of-war with Bolivar, held at Mr. Downie's house, Aux Cayes, Hayti, when the fortunes of the patriot arms looked unpromising. Bolivar resigning the supreme command, McGregor was at once appointed to succeed him, and by his energy the tide of war was in a few months completely turned in favour of the patriots.

Marching boldly towards the interior of Venezuela he encountered the Spaniards strongly posted at Agua-

cate, in July, 1816, and carried their positions at the point of the bayonet. This victory was followed by the surrender of the important city of Maracaibo. He next went to Quebrada Honda, where a force of 1300 Spaniards was drawn up under General Quero to dispute the passage. The gallant Highlander quickly outflanked the enemy, who fled after firing one volley. This permitted McGregor to effect a junction with two tribes of Indian auxiliaries under Tupepe, thus raising his command to 2,000 men, with which force he gained the battle of Arapua, within a few days' march of Caracas.

Without allowing the Spaniards time to recover from these reverses he again fell on them at Alacran, their strength being about 2,000 men, under General Lopez. The Spanish army was cut to pieces, leaving 800 dead on the field, and 300 taken prisoners by McGregor, who also captured all their baggage, artillery and a thousand oxen. The victor entered Barcelona in triumph on the 13th September.

One week later was fought the decisive battle of Juncal. Mac Gregor was reinforced by General Piar, and the conflict raged with great carnage for more than four hours, until victory declared once more for the patriots. Our hero captured 300 prisoners, all the enemy's baggage train and 16,000\$ in silver; but, what was more important, the result of this triumph was to leave him undisputed master of a great part of Venezuela.

When the last Spanish soldier had been driven from the South American continent he removed to Mosquito shore and made himself or was elected King of the Poyais State. He sent his aide-de-camp, Captain Strangways, to England to promote a scheme for a Scotch colony to Central America, similar to that formed by Rev. Mr. Patterson a century before. At the same time Sir Belford Wilson got up the Columbian Colonization Co.; but both enterprises failed.

General Mac Gregor always possessed the friendship and esteem of Bolivar and the other patriot leaders. He married a lady of Caracas, of great beauty, named Doña Josefa Govera, who died in Paris, where he resided for some years; he returned to Venezuela and died in Caracas on the 4th of December 1845, leaving two sons and one daughter; the younger of the sons, Constantino, was drowned in crossing the river Cancagua: the older died some years ago in Caracas, and the daughter died in Scotland, where she resided with her paternal relatives. Gen. Mac Gregor when he first came out brought with him a Secretary and Piper, who, together with himself always dressed in Highland costume, much to the wonder of the Creoles, who had never seen it before, as well as to their admiration, which latter was probably not extended to the music of the bagpipes that he had played before him on all ceremonious occasions or when about to enter an engagement. He was buried with all the military pomps and honours due

to his high rank in the army. He was very intent during his latter years in endeavouring to propagate the silk worm in Caracas and its environs, having introduced the mulberry tree and several colonists to plant it on a considerable scale; there seemed to be no difficulty in acclimating either the plant or the worm, but the succession of civil wars, for so many years, turned people's attention to other and less profitable pursuits.

Gen. Devereux, the Lafayette of South America, (as he is styled by Gen. Paez) was the son of a British general, from whom he inherited a large fortune in Ireland; while yet very young he determined to spend all in the attainment of South American independence. He first sailed to Buenos Aires, but his generous offers not being appreciated he returned in disgust to England. He next offered his sword and patrimony to Gen. Bolivar, who commissioned him to raise an Irish Legion of 5,000 men. Gen. Holstein says he raised the whole of this number, but General Paez says only 1725. Devereux was a man of noble aspect, and commanding figure, and always animated by generous feelings. When he found the Venezuela Congress had defrauded Gen. English's widow of her pension, on some plea about her marriage being informal, he sent a challenge to the President of the Senate, for which offence Congress locked him up in a dungeon without air or light. Here he would probably have perished, but that, after six weeks

confinement, Gen. Bolivar heard of the occurrence, causing him to be at once liberated, and obliging Congress to restore Mdme. English her pension. After the war of Independence Devereux returned to Europe, being commissioned to form a company for mining operations in Columbia. It happened that he visited Lombardy, and was there seized by the Austrian officials, who threw him into prison. Here he was detained 15 days, and then ordered to quit the country; the Governor of the prison apologizing to him for so rude a message to a soldier of reputation. The impetuous Irishman replied "Make no apologies, but tell your masters that I shall revisit Italy before long, and the next time it will be sword in hand to expel the foreign tyrants from this noble country."

The Army-roll of New-Granada, under date March 15th 1842, gives the following summary of his services:

"Gen. John D'Evereux having received orders from Gen. Bolivar in January 1819 to go to Ireland and get up an Irish Legion, was made a General of Division on Dec. 14th of same year, and landed with his legion in January 1820, when he at once entered on the campaign. His services on the Magdalena were so arduous that he contracted a dangerous illness, which afflicted him with blindness in the closing years of his life."

"He handed over the command of the Legion to General English on October 21st 1821, and was ap-

pointed on special military commissions till Dec. 1823, when he was appointed Columbian Envoy Extraordinary to the various European Courts, and sailed from Cartagena for England."

Colonel Sir Belford Hinton Wilson, was aide-de-camp to Gen. Bolivar. He was born in England, and educated at Westminster, from which school he ran away at 9 years of age to Paris, to try and procure the liberation of his father, Sir Robert Wilson, then in prison for having assisted Count Lavalette to escape. After some years at Sandhurst he left England in 1822 for Venezuela and commenced military life under Gen. Bolivar, to whom he was recommended by his father. In Nov. 1823 he was made Captain and attached to the General's staff, being present at several battles in Colombia, and also at Junin, where he was raised to the rank of Lieutenant Colonel. In August, 1824, he was obliged to absent himself from the army, on account of ill health. At Huacho he took passage in the Protector frigate, and was present at some of the affairs with the Asia and other Spanish shipping in the bay of Callao. The affectionate kindness which Wilson experienced from Admiral Guise, added to good medical treatment, and quiet to which he had so long been a stranger, accelerated his recovery. He also passed some time on board the United States, an American frigate, and received from Commodore Hall the politest attention. He rejoined the Liberator at Chancay on the 12th of November.

"In 1826, Wilson, who had now attained the rank of lieutenant-colonel, was made the bearer of the constitution which Bolivar had drawn up for the new republic of Bolivia. He performed the journey from Lima to Chuquisaca, a distance of eighteen hundred miles, in nineteen days; and a longer journey on his return, by a different route, in the same space of time. General Sucre, with the sanction of the Bolivian congress, promoted Wilson to the rank of colonel. Conceiving that his brother officers might consider his promotion as too rapid, he refused to accept this additional rank until he was compelled to do so by the command of the Liberator.

"Wilson is a very fine promising young man. Inheriting the talents and spirit of his father, he has very popular manners. He has never allowed an occasion to escape to be of service to his countrymen, when, by employing his influence with the Liberator, he could in any way assist them. One trait completes his character. On a payment being made to the army at Lima Wilson's share amounted to about five thousand dollars. He immediately sent the order for this sum to his father, that the proceeds might be applied to Sir Robert's use." (Miller's life).

When Gen. Bolivar returned to Colombia with his army, accompanied as usual by Sir Belford Wilson, he formed a liberal Government in Bogota, but shortly after was betrayed by some of his former officers. Wearied with the anxieties of public life, and the

ingratitude of his countrymen, he retired and sought tranquillity in a private life, in a miserable village on the plains of Colombia. Here he was still accompanied by his faithful friend, Sir Belford Wilson, who remained with him amidst innumerable privations, till the Liberator of South America breathed his last.

One of Wilson's intimate friends, (Dr. Scrivener) says of him "that all the virtues which distinguish sincerity, and uprightness of mind are conspicuously marked in his life and conduct."

On his return to England, he was employed in the Foreign Office, where, after remaining a few months, he was appointed Consul General in Peru, April 18th 1832, Chargé d'Affaires November 18th 1837, and Charge d'Affaires and Consul General in Venezuela November 30th 1849, which post he held till September 11th 1852, when he retired on a superannuation allowance; he was made a K. C. B. December 25th, 1852.

Colonel Ferguson came out from England in the Regiment 'Albion,' for the purpose of assisting the patriots in their struggle for independence. Like Murat, he commenced his career as a drummer, with his knapsack on his back, and, like him, was ultimately shot. He rose rapidly in the army, and was present at most of the sanguinary battles in Colombia.

He accompanied General Bolivar in his expedition to Peru, as one of his aide-de-camps, and was present

at the victory of Junin. Some months later when General Bolivar received a despatch from General Sucre, informing him of the battle of Ayacucho, which concluded the struggle for independence, he sent Col. Ferguson and Lieutenant Colonel Sir B. H. Wilson with despatches to Chuquisaca, conveying this important news. Both Ferguson and Wilson were confined to their apartments for several days after their arrival, from the fatigue of the journey.

On the conclusion of the war Colonel Ferguson returned with General Bolivar to Bogota, the capital of Colombia, and was the means of saving his life. A sedition broke out in the palace where Bolivar was residing; Colonel Ferguson was the officer on guard; the revolutionary chief approached him with a party of troops, and demanded imperatively an entrance to the palace, which Colonel Ferguson as resolutely opposed. The revolutionary leader then drew a revolver and shot Ferguson through the head. The report of the revolver and the tumult of the troops alarmed General Bolivar, who made his escape from a window of the palace.

We are indebted to Miller's memoirs for the following notice of Colonel Ferguson. "He too was an Irishman by birth. When a mere youth, he quitted a counting-house at Demerara, and joined the patriot standard. During the war of extermination, he was taken by the Spaniards. He was led, with several others, from a dungeon at La Guayra, for the purpose

of being shot on the sea shore. Having only a pair of trousers on, his fair skin was conspicuous amongst his unfortunate swarthy companions, and attracted the attention of the boat's crew of an English man-of-war, casually on the strand. One of the sailors ran up to him, and asked if he was an Englishman. Ferguson was too much absorbed by the horror of his situation to give an answer; but, on the question being repeated, he replied, "I am an Irishman." "I too am an Irishman," said the sailor, "and, by thunder no Spanish rascals shall murder a countryman of mine in daylight if I can help it!" Upon which he ran off to his officer, who interceded with the Spanish governor, and the life of Ferguson was saved."

Major Talbot was one of the last survivors of Devereux's Legion. He was a native of Dublin, and fought all through the campaigns under Gen. Bolivar, on whose staff he served for some time. His personal esteem and friendship for Bolivar gave such offence to the enemies of the Liberator that they confined him for some years in a dungeon upon a desolate island in the Caribbean Sea. Having come to Buenos Aires in 1862 he died in this city about 7 years later, leaving a son who is now in charge of the electric telegraph department at Rosario, Santa Fé.

CAP. XXIX.

*THE ENGLISH AND IRISH
LEGIONS*

No brighter pages occur in the history of the New World than those which commemorate the gallantry and self-devotion of our countrymen in aiding South Americans to throw off the Spanish yoke. Yet their labors were not appreciated, and they were regarded as a set of needy adventurers, although several of them had sacrificed large fortunes, and all of them shed their blood freely, for the cause in which they had embarked.

According to Spanish writers the number of English who fought in Venezuela and New Grenada reached 9,000 men, but Barros Arana and other South American authors put down the real number at 5,000.

In the memoirs of Gen. Paez we find the following account of the various volunteer expeditions in aid of Venezuela:—

“In 1804 Colonel Smith and Mr. Ogden of New York presented the patriots with two corvettes, *Leandro* and *Emperador*, with arms and ammunition, and 200 volunteers.

“In 1817 six vessels left England for Venezuela with 720 volunteers under Colonels Keene, Wilson, Hippley, Campbell, Gilmore and Mac Donald.

“In 1819 an Irish Legion of 1729 men arrived under the command of Gen. Devereux, the *Lafayette* of South America.

“In the same year Colonels Elsom and English arrived with 2,072 men from England, while Gen. Mac Gregor landed in New Granada with 600 followers.

The above order is not strictly correct, for Gen. Mac Gregor led the first expedition in 1812, and after 5 years fighting, in which his followers seem to have borne the brunt of the war, he retired on furlough in 1817.

A second powerful auxiliary had come to the patriot cause in 1815, in the person of Capt. (afterwards Admiral) Brion, who sold out his estates in the West Indies, equipped a fine corvette in England with 24 pieces of cannon and 14,000 muskets, and placed all at the service of Bolivar and Venezuela. Being commissioned to form a fleet he purchased

and armed sundry schooners, which he gave in command to Englishmen, such as Parker, Brown, Hill, O'Dwyer etc., and rendered invaluable service by reason of his skill, courage and activity. One of the most brilliant feats of the whole war was the capture of the great fortress of Santa Marta, accomplished by Ad. Brion on 11th Nov. 1820. Nevertheless his sacrifices and services were forgotten, and he died a beggar, in the island of Curacoa.

On the retirement of Mac Gregor, in 1817, Bolivar prevailed on Admiral Brion to write to his friend, Col. Hipplesley, in London with the view of getting up a second English volunteer legion. Hipplesley accepted the offer, and while he was getting up a corps some other English officers received a similar commission from Bolivar's agent, Señor Mendez, in London.

In December 1817 five volunteer detachments embarked in England for Venezuela—

1. Col. Gilmore's artillery, comprising 6 guns, 10 officers and 80 men, aboard the *Britannia*, 400 tons, Capt. Sharpe.

2. Col. Hipplesley's Hussars, 30 officers and 160 men, aboard the *Emerald*, 500 tons, Capt. Weatherly.

3. Col. Wilson's Red Hussars, 20 officers and 100 men, aboard the *Prince*, 400 tons, Capt. Nightingale.

4. Col. Campbell's Rifle-corps, 37 officers and 200 men, aboard the *Dowson*, 400 tons, Captain Dormer.

5. Col. Skeene's Lancers, 20 officers and 200 men, aboard the *Indian*, which was lost with every soul aboard, off Ushant a few days after leaving England.

The four first-named vessels arrived safely at St. Bartholomew's, West Indies, in January; but received such bad accounts of the condition of the patriot army, and so little encouragement, that Col. Gilmore disbanded his corps and most of his officers proceeded to the U.-States, as well as some of Campbell's regiment, Col. Campbell having returned to England. Major Plunkett, with 10 officers and 100 men of this regiment proceeded to Angostura, along with Wilson's and Hipplesley's corps. Another detachment under Col. McDonald had already reached the Spanish Main.

The fate of this expedition was singularly unfortunate throughout. One regiment, as we have seen, was lost in the *Indian*. On the arrival of the other vessels at Madeira one of them was fired on by the forts. At the W. Indies another was detained by Governor Rial. A third was scuttled at sea, its men being taken aboard the *Emerald*. As if these misfortunes were not enough serious dissensions arose, ending in bloodshed. Col. Hipplesley unwisely arrogated to himself a higher rank than the other commanders, because he had been the first to raise a regiment by virtue of Bolivar's commission through Deputy Mendez in London, and frequent quarrels ensued. A son of Col. Hipplesley shot Lieutenant

Braybrooke in one of the numerous duels that took place, and several officers left the expedition before Hippesley, Wilson or Plunkett reached Angostura.

Sickness soon set in among the officers and men on landing in the pestilential swamps of the Orinoco. Majors Plunkett and Graham, Captain Ridley and Cornet Davies succumbed to fever, along with several of the men, owing to the exposure, bad food and hardships that they encountered at the very outset. Col. McDonald and Lieutenants Harris and Watson were murdered in boats, proceeding to the head-quarters. Everything seemed to conspire against the English auxiliaries. One man was carried off at night by a tiger, another some days later by a crocodile.

Col. Hippesley got into trouble at Angostura and was put under arrest, the native generals appearing very jealous of the English commanders, and anxious only to retain the subalterns and men. Meantime Lieut.-Col. English had, with a detachment, joined Bolivar at head quarters. A battle ensuing at Villa del Cura the English were cut to pieces: of 12 officers of the English Legion who went into action 8 were killed, and 2 wounded, viz:—

Killed. Capts. Winship, Bristow, Billerbeck and Hankin. Lieuts, Hew, Braithwaite, and Lindon; and Cornet Hopwood.

Wounded. Captain Noble McMullen and Cornet Brown.

Some of the killed had been only wounded in the action, but were butchered afterwards either by Spaniards or camp-followers. Capt. McMullen was about to be shot, when he declared that he was only a surgeon, not a combatant: luckily he had studied surgery when young, and being able to dress the Spanish officer's wounds his life was spared.

After the battle Bolivar raised English to the grade of colonel, and complimented him on the gallantry of his comrades. In a letter from Col. English to Col. Hippesley he mentions traversing dense woods under the guidance of Capt. Grant to head-quarters, where he met Cols. Rooke and Windham. The latter had brought out a regiment from Brussels, which was soon cut down by sickness and in the field.

Among the survivors of Needham's corps we find frequent mention of Major Perkins, (son of the London brewer) who was secretary to Gen. Bermudez, next in command under Bolivar. He was accompanied by his heroic wife, who during the course of the campaign swam 25 rivers at the horse's tail. Perkins at last was stricken down with fever at the siege of Cumaná, and had just sufficient strength to go aboard a schooner for the West Indies. He had to sell his watch and sword, as well as his wife's trinkets, being reduced to utter destitution. He died on the passage down the Orinoco.

While Col. Hippesley was at Angostura many of his officers and men fell ill from the bad quality of the

beef, their sole article of food. They experienced timely kindness from a countryman, Lieut.-Col. Richard, who was secretary to Admiral Brion, of the Venezuelan navy. They had previously met with every civility from Admiral Brion, as well as from Commodores Parker and Brown, and Capts. Hill and O'Dwyer in the same service.

The remnant of Hipplesley's corps embarked at Angostura in May 1818 for San Fernando, where Col. Rooke was appointed to unite all the British detachments, under his command: hereupon Hipplesley resigned, and returned to England, and Colonel Wilson was placed under arrest for supposed enmity to the new commander. Hipplesley had spent all his fortune in the enterprise, and although covetous of the grade of general, which Bolivar refused him, he seems to have been a man of much merit and soldierly feeling.

Col. English was now sent to England to raise as many volunteers as possible, at 50*l.* sterling per head, to cover all expenses till landed at Angostura; he was promised the grade of general, and command of the whole British Legion. He accordingly brought out from England 2,072 men, in 4 detachments under Col. Elsam, and Captains Johnston, Mackintosh and Woodstock, and was soon after placed by Bolivar in command of the Legion Britanica, 2,500 strong, as Brigadier General, to open the campaign of 1819. The patriots were now better fitted to press opera

tions against the Spaniards, as a vessel had arrived from New York with arms and supplies, and another from London, with French and Polish officers: many of these poor fellows afterwards died in great destitution at St. Thomas. Messrs. Herring and Richardson of London equipped and sent out 1200 of the above Legion, who landed at Margarita, while the other 900 were sent to Angostura under Col. Elsom by Hurry, Powles and Hurry. The greater part were disbanded soldiers from the British army, reduced on the return of the troops from France. These volunteers were equipped in the most efficient manner. With these expeditions large supplies of spare arms were sent to assist the cause of independence. Bolivar, in his speech to Congress, said:—

“For these advantages we are indebted to the unbounded liberality of those generous foreigners who have come to our aid, and to whom we owe a debt of eternal gratitude.”

General Paez, the great ally or rival of Bolivar, opened the campaign in May 1819 by an attack on Gen. Morillo at Achaguas: the patriot forces comprized 2,000 Venezuelan cavalry and 800 infantry of the British Legion. With determined valor the Spaniards cut their way through the patriot lines, and made good their retreat to Caracas, which still held out for the King of Spain.

General English, whose brigade was now reduced to 1,400 men, made a descent upon Cumaná, to

wrest that important city from the enemy, but such was the jealousy of General Urdaneta, the Venezuelan commander of the district, that he thwarted the attempt, instead of coming to English's assistance. Four times was the gallant Legion Británica led to the assault, and as often repulsed with great slaughter. In the retreat along the beach they were again decimated by the artillery from Fort Agua Santa. The survivors took refuge at Maturán, and there miserably perished of wounds, hunger and disease. General English, with a broken heart, retired to the island of Santa Margarita, where he died in a few days. This was the end of the second British Legion in Venezuela, only a few of the officers or men surviving, who ultimately died of hunger or sickness in the West India islands.

Meantime General Devereux had arrived with 1,700 Irish volunteers, some of whom were incorporated with the survivors of the 800 British under Gen. Páez, others formed into regiments under Bolívar. Some of these intrepid fellows saw hard fighting at Samajoso, in the valley of Tunja, where they utterly routed a Spanish force of 2,500 men strongly posted. Again in the eventful battle of Boyacá (see Holstein's life of Bolívar), it was the bayonet charge of the Anglo-Irish Legion that turned the scale of victory, secured the independence of New Granada, and enabled Bolívar to make his triumphal entry into Bogotá on August 12th 1819. On a previous triumph he

had himself drawn in a chariot as a Roman Consul, by 12 young ladies.

Respecting the battle of Boyacá we read in Miller's memoirs as follows:—"It was fought on August 7th 1819 and is called the *birth of Colombia*. In this battle the English troops, under the command of Major Mackintosh, greatly distinguished themselves. The gallant Major was promoted by the Liberator on the field."

In the counter-march from Bogotá to Montecal the sufferings of the Irish soldiers were such that an eye-witness tells us they dropped down from hunger and fatigue. Sickness and want caused more havoc than the sword of the enemy. Before the patriot army fell back on Angostura, in Dec. 1819, we read that it numbered 9,000 men, of which the British and Irish legions made up 3,000. Some 1,200 of these were sent a few months later to garrison Santa Margarita, where Dr. Zea was courteously treated by the Irish officers when he was sent, in March 1820, by Gen. Bolivar to London to raise a loan.

At this time great alarm prevailed owing to the news of Count Henry O'Donnell's embarking at Cadiz with a Spanish army of 25,000 men, to recover Peru and Venezuela; but the expedition never left the shores of Spain, a revolt at Cadiz having suddenly disconcerted the plans.

After the capture of Rio Hacha by the French legion, March 12th 1820, Col. Montilla advanced into

the interior with 1,000 English and 500 natives, but the men mutinied for want of pay or provisions, and Montilla escaped on board one of Brion's schooners. There was a deadly feud between Montilla and the Irish, 300 of whom left the service, and were kindly received in the West Indies.

It is computed that one-third of the Irish who came out under Gen. Devereux died in hospital, while their loss in the field was probably no less. Among the most gallant achievements of less note in the war was the affair of Turbacco. On Sept. 1st 1820 the position was surprised by the Governor of Cartagena, who captured the artillery and baggage of the patriots, but 50 Irishmen rallied, rushing on the assailants with such fury that only a few of the 800 Spaniards regained their trenches, leaving the spoils with the Irish.

In May 1821 General Bolivar found himself at the head of 15,000 men, including 2,000 Europeans. The total Irish and English legions now numbered only 1,100 men, so fearful had been the mortality among these brave auxiliaries.

After the death of General English the command of the British brigade was given to Col. Elsom; he was succeeded by Col. Ferrier, who fell at the head of his men in the victory of Carabobo.

The Anglo-Irish Legion which won the decisive battle of Carabobo, June 26th 1821, went into action 1100 strong, and left 600 on that hard-fought field.

CAP. XXX.

BATTLE OF CARABOBO.

The pass of Carabobo is 18 miles south of Valencia, and here Gen. Morales had strongly posted his army to wait the advance of Gen. Bolivar whose army numbered 7,500 men, viz:—

1st Division under Gen. Paez, 2200 Creoles and 900 British.

2nd Division, 1800 horse and foot under General Cedeño.

3rd Division, 2500 men, including Colonel Sandes rifles and 2,000 native cavalry.

The British Legion, 900 strong, was commanded by Col. Ferrier. One of the officers who survived has written the following account of the battle:—

“We halted at dusk on the 23rd at foot of the ridge. The rain fell in torrents all night and reminded us of the night before Waterloo. Next morning the sky was cloudless when we stood to arms, and presently Bolivar sent us the order to advance. We were moving to get round the enemy's right flank, where his guns and infantry were partly hidden by trees and broken ground. Bolivar after reconnoitring ordered us to attack by a deep ravine, between the Spanish infantry and artillery. The enemy's guns opened fire and our men began to fall. Meantime the Bravos de Apure had advanced within pistol-shot of the Spaniards, and received such a murderous volley from 3,000 muskets that they broke and fled back in disorder upon us.

“It was a critical moment, but we managed to keep our ground till the fugitives had got through our ranks back into the ravine, and then our grenadier company, gallantly led by Captain Minchin, formed up and poured in their fire upon the Spaniards, who were only a few paces from them. Checked by this volley, the enemy fell back a little, while our men, pressing eagerly on, formed and delivered their fire, company after company.

“Receding before our fire and the long line of British bayonets, the Spaniards fell back to the position from which they had rushed in pursuit of the Apure Bravos. But from thence they kept up a tremendous fire upon us, which we returned as rapidly as we could. As

they outnumbered us in the ratio of four to one, and were strongly posted and supported by guns, we waited for reinforcements before storming their position. Not a man, however, came to help us, and after an hour passed in this manner our ammunition failed. It then really seemed to be all over with us. We tried, as best we could, to make signals of our distress; the men kept springing their ramrods, and Colonel Thomas Ferrier, our commanding officer, apprised General Paez of our situation, and called on him to get up a supply of cartridges. It came at last, but by this many of our officers and men had fallen, and among them Colonel Ferrier. You may imagine we were not long in breaking open the ammunition-boxes; the men numbered off anew, and after delivering a couple of volleys we prepared to charge. At this moment our cavalry, passing as before by our right flank charged, with General Paez at their head. They went on very gallantly, but soon came galloping back and passed again to our rear, without having done any execution on the enemy, while they had themselves suffered considerably.

“Why Bolivar at this time, and indeed during the period since our first advance, sent us no support, I have never been able to guess. Whatever the motive, it is certain that the second and third divisions of the army quietly looked on while we were being slaughtered, and made no attempt to help us. The curses of our men were loud and deep, but seeing that they must

not expect any help, they made up their minds to carry the enemy's position, or perish. Out of nine hundred men we had not above six hundred left; Captain Scott, who succeeded Colonel Ferrier, had fallen, and had bequeathed the command to Captain Minchin; and the colours of the regiment had seven times changed hands, and had been literally cut to ribands, and dyed with the blood of the gallant fellows who carried them. But, in spite of all this, the word was passed to charge with the bayonet, and on we went, keeping our line as steadily as on a parade day, and with a loud 'hurrah' we were upon them. I must do the Spaniards the justice to say they met us gallantly, and the struggle was for a brief time fierce, and the event doubtful. But the bayonet in the hands of British soldiers, more especially such a forlorn hope as we were, is irresistible. The Spaniards, five to one as they were, began to give ground, and at last broke and fled.

"Then it was, and not till then, that two companies of the Tiradores came up to our help, and our cavalry, hitherto of little use, fiercely pursued the retreating enemy. What followed I tell you on hearsay from others, for I was now stretched on the field with two balls through my body. I know, however, that the famous battalion of royalists called 'Valence,' under their gallant colonel Don Tomas Garcia, covered the enemy's retreat, and was never broken. Again and again this noble regiment turned sullenly on its pur-

suers, and successfully repulsed the attacks of the cavalry and infantry of the third division of our army, which now for the first time left their secure position and pursued the Spaniards.

“As for our regiment, it had been too severely handled to join in the pursuit with much vigour. Two men out of every three were killed or wounded. Besides Colonel Ferrier, Lieutenant-Colonel Davy, Captain Scott, Lieutenants Church, Houston, Newel, Stanley, and others, were killed; and Capts. Minchin and Smith, Lieutenants Hubble, Matthew, Hand, Talbot, and others, were wounded. The remains of the corps passed before the Liberator with trailed arms at double-quick, and received with a cheer, but without halting, his words, ‘*Salvadores de mi patria!*’—Saviours of my country!

“The Spanish army was completely dissolved; Caracas, La Guayra and all other towns still in the hands of the royalists, at once surrendered. In short, the independence of Columbia was achieved by the battle of Carabobo; and that the victory was entirely owing to the English is proved by the fact that they lost six hundred, while all the rest of Bolivar’s army, amounting to more than six thousand men, lost but two hundred!” (see appendix).

CAP. XXXI.

THE ALBION RIFLES

Besides the English and Irish Legions already described there was a Rifle battalion composed of British subjects, which formed a distinct corps and fought with great valor throughout the campaigns of Venezuela, New Granada and Ecuador. An interesting narrative of its services was published at Valparaiso, about 17 years ago, by one of the survivors, Gen. Wright of the Ecuatorian army.

The English Rifles originally consisted of Colonel Campbell's command, numbering 200 men when they left England, on January 2nd 1818, aboard the *Dowson*, Captain Dormer. On arrival in the West Indies the corps suffered much loss from yellow-fever:

among those who died was Lieut. Duncan Campbell, and this so afflicted his father, the Colonel, that he returned to England. The command then devolved on Lieut.-Col. Pigott, who embarked at St. Thomas with 100 officers and men in Admiral Brion's vessels, for Angostura, the head-quarters of Gen. Bolivar. He had with him a valuable armament of 10,000 muskets and a great supply of clothing and ammunition, brought by Colonel Campbell for the patriot army.

Gen. Bolivar ordered Col. Pigott to proceed to Misiones de Guayana and enrol as many natives as would bring up the battalion to 400 men, giving it the name of Rifleros Ingleses. The officers were, Col. Robert Pigott, Majors Arthur Sandes and Charles Budd; Capts. Tallon, W. Peacock, James Whittle, W. Harris, Samuel Phelan, and Thomas Duxbury; Lieuts. Paul Seymour, Westbank, Reid, Thomas C. Wright, Maurice O'Connell, Molesworth, Charles Church, McNamara, George Featherstonhaugh, French, Reynolds, Timothy Haigh; Sub-lieutenants W. Ferguson, Byrne and Reynolds: the Adjutant was a Swiss named Scuthgibel who had served in the British army, and the medical officer was Dr. O'Reilly.

The Rifles arrived on the plain of Apure towards the end of 1818, when Bolivar was about to open the campaign; but as the Spanish army under General Morillo was over 6,000 strong, being three times the number that Bolivar could bring against them, and

moreover, well supplied with artillery, it was deemed inexpedient to risk a formal battle. The skirmish in the woods of Gamarra occurred on March 27th 1819, after which Bolivar changed the Rifleros arms and gave them muskets as being much lighter, to suit the nature of the campaign.

Gen. Paez had made a brilliant cavalry movement across the province of Arauco, defeating a superior Spanish force, when the patriot head-quarters were moved to Araguaquen, and here the Rifleros were reinforced by 350 Englishmen of Elsom's corps, who were formed into another battalion as the 2nd Rifleros, under Major Mac Intosh. The first Rifleros were given in command of Major Sandes; both battalions being under the orders of Col. Pigott, who was forced, however, by ill-health in a short time to retire from the army.

Col. Rooke succeeded him in command of the Rifles at the time that General Murillo's retirement into winter-quarters obliged General Bolivar to carry the campaign into New Granada. Such were the privations suffered by the patriot army that during 12 months which were spent in the plains of Arauca and Apure they had neither salt, bread nor vegetables, but only beef. The Rifleros in particular were so destitute of clothing that some of the officers had no shirts. The only one who had a pair of boots was Capt. John Thomson an Irishman, of the 2nd batt.; and as it happened one day in the camp on the banks

of the Arauca that his comrades were admiring his boots he said "they are certainly worth their weight in gold, but I see no reason why I should be better off than the rest of you," and so saying he took them off and flung them into the river.

Bolivar's march from Casanave, across the Andes into New Granada, has been often compared to Hannibal's over the Alps. The troops were for some months exposed to rain and cold, after a year's campaign in the torrid plains of Apure: as many as 300 perished in one day on the slope of Pisba, and fully one third of the English died of cold and exposure.

Hostilities in New Granada opened with the well-contested action of Gamesa, July 11th 1818; a series of skirmishes ensuing until July 25th, when the battle of Vargas was fought with desperate obstinacy on both sides. The Spanish army went into action about 5,000 men: Bolivar's barely half that number. At the commencement the patriot left wing under General Santander was outflanked and thrown into confusion by the enemy, but the 2nd Rifles, led on by Col. Rooke dashed upon the Spaniards, with such fury, at the turning point of the day that Col. Rooke was killed in carrying the position which the enemy had seized from the patriots. Meantime the gallant Major Sandes had twice charged the enemy's centre and been as often repulsed: a third time the 1st Rifles returned to the charge, and being now supported by Bolivar's

cavalry they drove the discomfited Spaniards before them, and gained a complete victory. The English loss was very severe in killed and wounded; among the latter was Major Sandes, who received two wounds in the final charge.

Next day Bolivar issued an Order of the Day, in which he declared that every Englishman, irrespective of rank, should receive the title of "liberator," and reorganized the Rifles as the Albion Battalion. The result of this battle was the capture of Tunja, where the patriots obtained necessary supplies before General Barreyro was able to get the Spanish army into order.

By a rapid flank movement Bolivar intercepted the enemy at the pass of Boyacá, and here was fought one of the bloodiest battles, on Aug. 7th 1819. The right wing, in which were the Albion Rifles, defeated the Spanish infantry and were in full pursuit of the fugitives, when a body of 500 of the enemy's cavalry suddenly fell upon the pursuers. The Rifles would have certainly been annihilated had not a squadron of 300 patriot lancers opportunely come to their rescue, and turned the tide of battle. Victory declared for the patriots, who took 2,000 prisoners, including Gen. Barreyro and most of the superior officers, besides artillery and military train. As soon as the news of this day reached Bogotá the Spanish Viceroy fled, and Bolivar marched into that capital unopposed. Among the English casualties was Captain Thomson,

badly wounded; the same who threw his boots into the Arauca and made the march over the Andes barefoot. He received the rank of major for his bravery on the eventful field of Boyacá, which sealed the independence of New Granada.

The Albion Rifles after the capture of Bogotá served for some months in the beginning of 1820 in the partial engagements of Cuenta, Bailadores and Lagrita on the Venezuelan frontier, against the Spanish forces under General Latorre. They were afterwards sent, under Colonel Sandes, to Magdalena, having to fight their way through woods that swarmed with hostile Indians. Every day saw a skirmish, and in this way Lieut. Reynolds and several men were killed, while Capt. Wright (author of the present chapter) was wounded. The battalion suffered also in the passage of the Sierra de Zapoyan, which occupied 15 days and nights, almost without repose, and so scanty of provisions that the smoking flesh of the horses that died by the roadside was the only available food.

From Magdalena the battalion was ordered to Cartagena: the Spaniards attempted in two places to intercept its march, at San Carlos and Rio Frio, but Colonel Sandes carried all before him and joined Gen. Montilla's army. The swamps of Santa Marta were the scene of a sharp action on Nov. 10th 1820. The Spaniards had mounted 38 guns behind palisades and earthworks, sweeping all the approaches to the city,

the garrison of which reached 2,000 strong. While Giralt's native infantry made a flank movement the Albion Rifles assailed the earthworks at the point of the bayonet and carried them, not without great slaughter. When the batteries were in possession of Colonel Sandes he counted 700 Spaniards, dead, or dying, at the foot of the guns which they had so obstinately defended. Major Peacock, Capt. Phelan and other brave officers were killed in the assault. Next day General Bolivar entered Santa Marta and concluded an armistice for 5 months with Gen. Murillo, who also agreed that on a renewal of hostilities quarter should be given on both sides, and prisoners exchanged as in civilized warfare.

Hostilities being resumed the Albion Rifles were attached to the 3rd division, and assisted in the glorious victory of Carabobo on June 24th 1821, although they did not take so prominent a part as the Anglo-Irish Legion of Colonel Ferrier, in the 1st division.

After the battle Colonel Sandes was ordered to go and take Cartagena, which place, however, surrendered before his arrival. The battalion was next ordered to Popayan, a march of 1,500 miles towards the heart of the Continent. On the 7th April 1822 was fought the battle of Bomboná, the army of Bolivar being 2,500 strong and probably superior in number to the Spaniards under Colonel Garcia. The latter were strongly posted behind chevaux-de-frise, protected by two field-pieces. General Torres led the first

assault about sunset, and was repulsed with a loss of 500 men, being himself mortally wounded. Bolivar directed a second attack by General Valdez's cavalry, which was equally unfortunate, and he was about to retire from the place in disgust when an orderly rode up with news that the Albion Rifles had forced a passage through the woods, routed the enemy, and captured the position as well as the guns. The valiant Capt. George Featherstonhaugh died sword in hand.

Although the patriots won the day it was a dear-bought victory. Bolivar's loss exceeded 800 men; that of the Spaniards was little over 250. The patriot army therefore fell back on Trapiche, instead of marching against the city of Pasto.

Bolivar issued an Order of the Day in which he said the Albion Rifles had surpassed all their previous achievements, and should henceforth take the 'soubriquet' of Bomboná, and rank as the 1st Battalion of Guards. Though sadly reduced in numbers by so many fierce engagements, in which most of their officers had fallen in the moment of victory, the Albion Rifles still fought another blow for the freedom of South America; they were commanded by Col. Mackintosh in the last fight on the glorious field of Pichincha, 24th May 1822, when "the English greatly distinguished themselves, and the victory finally secured the independence of Columbia."

CAP. XXXII.

ANGLO-COLUMBIAN OFFICERS.

While the preceding chapter was in press I received from the Columbian Minister of War at Bogotá the following extract from the Army-roll of the Republic of New Granada, shewing the services of the officers named hereafter.

Col. John Mackintosh, native of London, was 22 years of age when he was appointed Major of the Albion Rifle corps, in which capacity he made the Apure campaign, and fought at Trapiche and Gamarrá. He was promoted by Gen. Bolívar to the rank of Lieut.-Colonel on Aug. 14th 1819, for his signal bravery at Vargas and Boyacá. The campaign of Cundinamarca saw him in command of the Santander

battalion at the battle of La Plata under Gen. Mires, and that of Pitayo under Gen. Valdes (1820). In the following year he was wounded at Jenoy, but having recovered under medical treatment at Popayan he proceeded to join head-quarters at Guayaquil. From this last place he set out with Gen. Sucre in the beginning of 1822 for the conquest of Quito, and was again wounded in the battle of Guachi, after which he fell into the hands of the Spanish commander and was sent prisoner to Quito. He succeeded, however, in escaping from the Spaniards and rejoining the patriot army, being now promoted to be colonel, in command of the Albion rifles and Pichincha battalion. Although still ailing from his wounds he put himself at the head of this column, which soon after covered itself with glory in the famous victory of Pichincha (May 1822). He was now so broken down with wounds and hardship that Gen. Sucre gave him permission to retire from the service, and being already a naturalized citizen and married he settled down, after 5 years of constant service in the field, to enjoy the quiet of domestic life and the esteem of the nation. Congress voted him a pension of 1200 silver dollars per annum; and among the other rewards were given him the gold medals of Venezuela, Cundinamarca and Ecuador, the cross of Boyacá, and 2 decorations from the city of Guayaquil and the Government of Peru.

Col. Thomas Mamby, native of England, was ap-

pointed captain of the Albion Rifles 7th Aug. 1818, and served in the campaigns of Apure and New Granada, being present at the actions of Vargas and Boyacá, under Gen. Bolivar, who promoted him to be major. March 8th 1821. He accompanied Gen. Sucre in the campaign of Ecuador, and was raised to Lieutenant-Colonel for his gallantry on the field of Pichincha, His next service was at Cuenta against Gen. Morales (1823), for which he was made Brevet Colonel, and at the close of the war retired on pension, with the grade of Colonel; he was but 24 years of age when made Brevet Colonel: his rapid promotion being due to his well-known bravery, which also earned for him the gold medal of Libertadores of Venezuela with the clasps of Vargas, Boyacá and Pichincha, and the gold medal of the city of Quito. Besides his services in the field he acted at different periods as Governor of Chimborazo and Imbabura, chief of staff at Guayaquil, and chief of Division at Asnay in the Pasto campaign. He was one of the few officers who came through all the hardships of the war of Independence with robust health.

Colonel Miller Hallowes, native of Kent, England, entered the Colombian service 18th Dec. 1819 as ensign of the 2nd Hussars, being then in his 25th year. He served under General Bolivar in the campaign of Venezuela, and was promoted in April 1824 to be lieutenant of the Grenadiers of the Guard, from which he was afterwards transferred to the Albion Rifles.

In this last corps he was present at the victory of Carabobo, June 24th 1821. He accompanied the liberating army to Peru, and having been made captain took part in the glorious battles of Junin and Ayacucho, after which he was raised to the rank of major. After 10 years of distinguished services he was made Brevet Colonel on March 31st 1830 and placed on the retired list.

Lieut.-Colonel Edward Brand, native of England, was in his 20th year when appointed lieutenant in the British Legion, January 18th 1818, in which capacity he served under Generals Arismendy and Urdaneta in the capture of Margarita and Barcelona, the battle of Las Moras, and the assault of Cumanà, and was promoted to the rank of captain. He made the campaign of Apure under Gen. Paez in 1820, and was raised to major, still serving in the British Legion. At the battle of Carabobo his battalion was ordered to resist the attack of the 3 Spanish regiments of Burgos, Leon and Reyna, 1,800 strong; his force only numbering 17 officers and 320 men. The combat was maintained with such fury that Brand had lost 13 officers and 100 men in holding his ground, when he led forward the survivors to a final charge, which broke the enemy's lines, routed the 3 regiments above-mentioned, and turned the fortunes of the day. For such gallantry he was made Lieut.-Colonel by Gen. Bolivar on the field of battle (June 1821). He was present in the following year at the siege of Puerto

Cabello, under Gen. Paez; the battle of Corrales in 1823; the campaign of Coro under Gen. Soublet; the capture of Morillo; and finally the surrender of the Spanish army commanded by Morales, in which last campaign he completely lost his hearing. He was decorated with the star of "liberators of Venezuela" and the medal of Carabobo. Being no longer fit for military service and reduced to great poverty he went to the West Indies, in 1826, where he was hospitably treated by Capt. Maitland R. N., who received him aboard his vessel. After an interval of 24 years his services were brought before the Government of New Grenada, and authenticated, in July 1850, by General Paez, Colonel Henry Weir, Colonel Thomas Murray and other soldiers of Independence; and he was awarded a life pension of two-thirds of a lieutenant-colonel's pay.

Colonel Charles Moore, native of London, entered the service as army-surgeon April 15, 1818, being 28 years old. His first campaign was on the Apure in 1818-19, with the honorary rank of Major, taking part in the battles of Gamarra and the pass of Caballos, under Gen. Bolivar. In 1823 he was attached to the staff of the Commander-in-chief, and received the grade of Lieut.-Colonel in May 1824. He was made prisoner in the battle of Guachi, fought under Gen. Sucre, and afterwards took part in the victory of Junin; being soon after promoted to Brevet Colonel. Having served 12 years he was made Colonel on May

6th 1830, and his health breaking down he retired with this rank on June 6th 1834. The city of Quito presented him with a gold medal. In Miller's memoirs we find mention of him as Dr. Moore, an Irishman, who attended Bolivar in the campaigns of Venezuela and Peru. Miller says of him: "he was a man of skill in his profession and devotedly attached to the person of the Liberator."

Colonel Henry Weir, who served 35 years, was a native of England and only 17 years of age when he was attached as lieutenant to the General's staff, June 15th 1817. Two years later he was made captain of the Albion Rifles, in which capacity he served under Gen. Paez on the Apure. He was transferred to the Anglo-Irish Legion in 1820, and served as Major in this gallant body all through the campaign, including the decisive victory of Carabobo (1821), the siege of Puerto Cabello, and other engagements. He was promoted as Lieut.-Colonel in May 1828, and held the post of Military Governor of Maracaibo during two years. He commanded the Zulia artillery in 1831, when Venezuela separated from New Granada, and Col. Weir remaining in Venezuela was made Chief of Staff of the 1st Division. He was appointed in 1852 Comandante General of Panamá, and the same year rewarded by the Congress of Bogotá with a life pension of colonel's half-pay; being still in robust health and surrounded by his family. He was decorated with the medal of Carabobo and

also with that given to the "liberators of Venezuela."

Lieut.-Col. Hugh Hughes, native of England, was 22 years of age when made captain of Venezuelan Lancers, June 9th 1819. He served under General English in the engagements of Juan Griego, Margarita island, Barcelona and Cumaná; afterwards under Admiral Brion in the naval battle off Griego, and in many land skirmishes during the campaign of 1824. The severity and exposure undergone by the patriot forces caused many of the officers to be invalided, including Captain Hughes, who was become quite deaf. From the Lancers he had been transferred as staff-officer to the Cundinamarca battalion, and mainly helped to put down a mutiny which had broken out among the patriots in front of the enemy. For this service he was promoted to the grade of Lieut. Colonel.

Lieut.-Colonel Samuel Collins, native of London, was only 16 when appointed lieutenant of the Venezuelan Hussars, April 1st 1818. He made the Apure campaign under General Paez, was present at the affair of La Cruz, fought at the battle of Gamarra under General Bolivar, was transferred to the British Legion, and again served under Gen. Paez at the Pass of Arauca and the two sieges of Puerto Cabello, in the last commanding a body of marines. He served in the Maracaibo campaign of 1823-24 until the surrender of the Spanish army under Morales, and did

garrison duty for 4 years in that city, being promoted to a captaincy, 24th January 1827.

He accompanied Gen. Bolivar in the campaign of Ecuador (1828) until the capture of Guayaquil, in 1830, and was raised to the rank of lieut.-colonel. His health being broken down he was allowed to retire to the bosom of his family in August 1833, having seen 15 years of active service in the field.

Major Henry George Maine, native of England, was aged 37 when appointed Chief Surgeon to the army of Venezuela 1st January 1818. He made the campaigns of Santa Marta and Carabobo, and was named to direct the military hospital in 1824, with rank of major, which post he held till 1831, when he returned to England, having served $12\frac{1}{2}$ years.

Major Maurice Hogan, native of Ireland, was in his 23rd year when appointed captain in the battalion of Cundinamarca, July 14th 1819, from which he was transferred to the Irish Legion. He fought at Rio Hacha, Fonseca, San Juan, Villa Dupar, and Laguna Salada. In the last-named engagement he received a bullet in the left breast, and was allowed to retire to Jamaica, where he remained 5 years. He re-entered the army of New Grenada in Nov. 1825, and was promoted to the rank of major on Nov. 30th 1829, but again allowed to retire in May 1833, his health being completely shattered.

Capt. Laurence Mac Guire, native of Ireland, was

27 years of age when named lieutenant of the Albion Rifles, 14th January 1819. He served under Colonel Mackintosh during 4 years, in the campaigns of Tunja and the North; was present at the engagements of Vargas, Boyacá, Plata, Pitayo, Puente Mayo, Juanambú, Genoy, and Jaguachi. Being made captain in 1822 he finally served in Mackintosh's English brigade, under Gen. Sucre, at the victory of Pichincha, in 1823, and retired from the service in 1826, after 7 years active campaigning.

Lieutenant William Keogh was 21 years of age when he came out in the Irish Legion of Gen. Devereux, from which he was transferred in 1823 to the Albion Rifles under Col. Mackintosh. He saw much hard fighting at Rio Hacha, Laguna Salada and Turbacco in 1820, the siege and capture of Cartagena in 1821, and the southern campaign under Gen. Maza in 1822. He served in the Paya battalion, after the annihilation of the Anglo-Irish legion in the battles of Carabobo and Pichincha, from 1824 till 1828, under Colonels Fredenthal and Fraser. His last service was in the Peruvian campaign of 1829, in which he commanded a marine corps aboard the war-brig *Isthmeña*. Finally he retired, after 12 years of active service, in July 1831, but seems to have been put on the half-pay list in June 1834, on account of his long service and ruined health, as attested by General Barriga in Lieutenant Keogh's petition of that date.

CAP. XXXIII.

SURVIVORS OF INDEPENDENCE.

There are now hardly a dozen survivors of the military and naval heroes of fifty years ago. Many of those who braved the sword of the enemy and the swamps of Orinoco, where "Death rides in every passing breeze and lurks in every flower," were suffered to drag out their declining days in poverty. But, as years rolled on, a sense of gratitude or justice towards their English benefactors grew up among the emancipated nations of South America; and in most cases public honors and rewards were freely poured upon those who still remained as living witnesses of the triumphs of Boyacá, Carabobo, Junin and Ayacucho.

Col. Smith, who married a native lady, became Finance Minister of Venezuela. Colonels Woodbury, Richards and Uzlar also married natives and settled down for life near Caracas. Col. Stopford became editor of a paper called the *Columbiano*, in Spanish and English. Colonels Henry Weir, Thomas Murray and Edward Brand were awarded pensions by the Government of New Grenada in 1850. Gen. Wright rose to the highest rank in the army of Ecuador, and was still living at Quito a few years ago.

It is stated in the memoirs of General Miller that Gen. Arthur Sandes was a native of Dublin, who had served in the British army, and that he was present at almost every action fought in Columbia. Capt. Whittle was also a distinguished officer in this corps. Gen. Sandes and Col. James White were entrusted with important garrisons in Peru on the close of the war of Independence.

Col. Wood, who served under Lord Cochrane was not a soldier by profession, but a painter, and is best remembered for his fine paintings of Cochrane's naval combats. His 'chef d'oeuvre' was the 'capture of the Esmeralda,' which is seen in the Exchange Rooms of Valparaiso. He died over 20 years ago, and his sons are now officers in the Chilian army. His wife was a native lady.

One of the last of the Carabobo veterans was Sergeant Green, who died at Caracas in 1876, and was interred with the grandest military honors in the

Pantheon, a place reserved for the remains of the most distinguished men in arts, arms or politics, in Venezuela.

Two military and two naval commanders still survive, and enjoy the esteem of all around them:—

Gen. Minchin who resides at Caracas married a native lady after the close of the war, and has ever since lived as a private gentleman. He is moreover a Waterloo hero, having been present at that battle before entering the service of Venezuela. In the preceding narrative of the battle of Carabobo it is mentioned that Captain Minchin led the final charge of the British Legion which broke the Spanish army and turned the fortunes of the day. The colonel and major of the corps had already fallen, "their back to the field and their feet to the foe," and thus the command of the Legion devolved on the chivalrous Capt. Minchin, who led his men to victory.

Col. James Fraser resides at Bogotá, surrounded by a numerous family, and since the Independence he has at various periods held high office in the War Department of New Grenada. He was present at all the hard fighting of the British Legion, and subsequently commanded the Paya battalion from 1824 till 1828.

Admiral Simpson, whose services under Lord Cochrane have been already recited, is now in very advanced years, but comparatively robust in health,

at Valparaiso. He is a Senator in the Chilian Congress.

Admiral James G. Bynon has already been nearly 60 years in active service, as shewn by the following extract from the Chilian Navy-list:— He served under Lord Cochrane in the attacks on Callao, in 1819, and the capture of Valdivia, in 1820. In the following year he was sent to the blockade of Chiloe under Captain Gordon Robertson, and subsequently under Col. Beauchef to destroy the pirates of Benavidez and Martelucci's band in the bay of Arauco. This last task was so effectively carried out that the pirates were killed and all the booty recovered.

In 1826 he was promoted to be second in command of the *Maria Isabel*, which co-operated so powerfully with Col. Tupper's troops in expelling the Spaniards from the island of Chiloe. He had previously earned two medals, for the capture of Valdivia and the expedition to Perú, besides being lawfully entitled to a share of prize-money for the enemy's vessels *Begoña*, *Aguila* and *Moctezuma*, in the capture of which he had part.

In the war between Chile and Peru in 1836 he was named flag-captain to Admiral Blanco, and in the following year captain of the *Libertad*, with which he captured a much larger vessel of the enemy. The latter was called the *Confederacion*, Gen. Ballivian and many other Bolivians of rank being among the prisoners taken on board.

In April 1838 he was sent as commander of the second division to blockade Callao, being afterwards entrusted for a time with the chief command. Peace being made he was sent on a mission, in April 1840, to Guayaquil. During the following 12 years he held office as Naval Governor at Concepcion and Atacama, until the Chilian Government resolved to occupy the Straits of Magellan, in 1852. The expedition was entrusted to his care and successfully accomplished, a settlement being made at Sandy Point: on this occasion Admiral Bynon was accompanied by H. M. S. Virago, as it was very important to establish a place of refuge for the crews of vessel lost in these waters.

In January 1853 he was appointed Naval Governor of Valparaiso, with the rank of Major General. Four years later he was sent to England to bring out a new war-steamer, the Maria Isabel, and on his return he was made Comandante General of the Navy. Besides the above long and distinguished services for Chile he captured on one occasion some pirates in the Straits who had robbed English vessels, and he took from them 20,000*l.* sterling, which he handed over to Admiral Moresby R. N.

There may be some other officers or men of the Independence epoch still living, whose names have not reached me. There will be doubtless, of those long since forgotten who left their bones on the battle fields of South America, many who deserved

to have their deeds recorded in these pages. But if the present work is destined to meet popular approval I shall endeavor to reproduce it at some future day in an amended and more complete form.

PART III.

SINCE THE INDEPENDENCE.

CAP. XXXIV.

*EARLY SETTLERS AT BUENOS
AYRES.*

Previous to the revolution against Spain it may be said that the River Plate was closed to foreigners, as they could only come here with a special license from the Spanish Government. Nevertheless we find in the interval between Whitelocke's defeat and the revolution of 1810 the names of Dillon, Wright, Orr, Gowland, Barton, O'Gorman, Lynch, French, Atkins and others among the merchants of the River Plate;

and hardly had Buenos Ayres expelled the Spanish authorities, when the Messrs. Robertson penetrated into the unknown land of Paraguay, and English commerce sought new channels in the remotest wilds of South America.

Official trade returns of the port of Buenos Ayres in 1817 shew that the principal merchants in that year were:—George MacFarlane, James Brittain, William Miller, James Buchanan, W. Parish Robertson, Thomas Newton, Adam Guy, John Higginbotham, Thomas Barton, Lynch Zimmermann and Co., Mac Neale and Dixon, and Winter and Co.

The British Commercial Rooms of Buenos Ayres were first established in 1811 at the house of Mrs. Clarke, better known as Doña Clara, Calle de Los Tres Reyes (now Calle 25 de Mayo). The records do not tell who was secretary or manager previous to July 20th 1822, when Mr. Love took charge. A secession occurred in May 1829 because the rules excluded native merchants, and Mr. Love formed a more liberal institution under the name of the B. Ayres Commercial Rooms, which soon superseded the original association. The Rooms were a favourite rendezvous, being supplied with English newspapers and reviews, maps, charts, telescopes, etc.: the members (56 in number) dining together at Faunch's hotel every quarter. Attached to the rooms was a library of 600 English volumes. Doña Clara was the widow of Captain Taylor, who pulled down the

Spanish and hoisted the Argentine flag at the fort in 1810-

The old city annals mention a remarkable feat by an Englishman named Hilson, in 1811, who rode for a bet, from the Merced church to San Isidro and back, 28 miles in 65 minutes.

The first distillery was established by Mr. Thwaites, in 1812, near the Plaza de Toros or Retiro; the first brewery some years before by Mr. John Dillon, near San Telmo; both proved failures, as also the first windmill, built near the Miserere by Mr. Stroud.

Mr. Cope, an Englishman, owned most of the lighters, and these were manned by English sailors. The Government war-vessels had also English sailors. Of the schooners that plied between Buenos Ayres and Montevideo, the favorite was the Pepa, commanded by a courteous Englishman named Campbell.

In 1820 some thirty English shop-keepers and mechanics formed a light cavalry volunteer body-guard to the Governor, turning out on fete days in blue jackets, and taking the post of honor in all processions, as the Garde du Corps.

In 1821 the Government ordered all foreigners to do military service; this led to a correspondence with Captain O'Brien, H.M.S. Slaney, and finally the order was recalled. A much more serious dispute followed when Capt. Willes, H. M. S. Brazen, seized a brig in port; the British residents, being alarmed by threatening notices posted on their doors, request-

ed Captain Willes to leave the port, as their lives were in danger; so he sailed to Colonia. Amicable relations were restored by Mr. Parish.

In the revolution of 1823 Mr. Hargreaves, an English shopkeeper, was arrested on a charge of selling arms to rebels but he was able to prove his innocence: the other parties arrested were shot in Plaza Victoria.

Among the Colorados, or gaucho soldiery with red ponchos, were some English or Irish made prisoners in the time of Beresford; they had completely forgotten English after 15 years in the interior.

The Bank capital was one million dollars in shares of 1,000\$ each; 10 directors, 6 being natives and 4 British. It was so profitable a business that shares rose to 70 per cent premium, the previous dividend being 30 per cent, but the stock soon fell to par. There was an export-tax of 2 per cent on gold, which was at 6 per cent premium, the paper dollar being only worth 45 pence. When the Bank of Buenos Aires was founded in 1822, there were already many English merchants of great wealth and position, some of whom had advanced a loan to Government in 1821, to keep out the Gauchos under Ramirez and Carrera. The first Board of Directors after the reformation of the Bank comprised the names of Joshua Thwaites, James Brittain, and James Barton.

In 1823 the number of British residents was put

down at 3,500. The merchants were nearly all English, or rather Scotch, as well as the clerks, except one native clerk in each house. Mr. Love gives the names of 40 English houses. Most of them had branches in Brazil and the West Coast.

Too many merchants caused such competition that profits were hardly those "of an English chandler's shop." Mr. Niblett opened a ready-made clothing house, which cut out several existing English tailors. English cotton goods were cheaper than in London. The only artist was an English painter named Hervey.

English shoemakers, tailors, carpenters, saddlers and watchmakers had their shops chiefly in Calle Piedad. There were few English or Irish farmers, but several employed in collecting hides and other products.

English mechanics earned good wages, nearly 1*l.* sterling per day; but clerks were poorly paid. The English in town were very popular among the higher class of natives.

The first English school seems to have been that of Mrs. Hyne, attended by 70 little girls. Some years later boys' schools were established by Messrs. Ramsay, Bradish, Losh and others.

A regular line of English packets was begun in April 1824 with the Countess of Chichester clipper, which made a fair run out from England, and was beaten by the Lord Hobart, which took only 47 days; fare 80*l.* sterling.

In this year also was effected the first Buenos Aires loan in England, for one million sterling. The cutter arrived on Dec. 1st 1824, having on board 500,000*l.* sterling in gold, on account of said loan.

Annual banquets were held at Faunch's Hotel, on St. George's day for the English, and St. Andrew's for the Scotch, as also at Mrs. Thorn's hotel on July 4th for Americans.

Mr. Consul Parish assisted at the Scotch dinner on St. Andrew's Day, 30th Nov. 1824, and announced the treaty with Buenos Aires, which Vice-Consul Griffiths took home to England a few days later. At this time the name of Mr. Canning was most popular in Buenos Aires, and toasted at every banquet.

Drs. Leper, Oughan, Bond and Dick were the first foreign physicians, besides two apothecaries named Jenkinson and Whitfield. Dr. Oughan had been Surgeon in Chief to the Peruvian army.

So much had the number of English increased at Buenos Aires, in a few years after the declaration of Independence, that we find a Church of England chaplain was introduced in 1825, in the person of Rev. John Armstrong, formerly of British Honduras. Before his arrival English people were married on board war vessels by the captain: some were married by 3 English merchants, who affixed their names.

The month of August 1826 was memorable for

two events: the foundation of the *British Packet* which continued for 27 years; and the institution of a British Amateur Theatrical society, for the relief of widows and orphans, which shewed for some years an average income of 100*l.* sterling over all expenses. Mr. F. Vincent was treasurer of the society, and Mr. Love distributed the alms.

Towards the close of 1827 a Kindergarten, or school for children under 7 years, was started under the auspices of Mrs. Maria Thompson, Mr. John P. Robertson and Mr. Thomas Fair.

A year later was started the Vauxhall, by Messrs. Armstrong, Brittain, Barton, W. Brown, Duguid, W. Ford, S. Fisher, D. Gowland, H. Gilbert, Hoker, Hyndman, Le Breton, Mac Farlane, Robertson, Thwaites, Wilde, Whitfield and Zimmerman, with a capital of 20,000*l.* sterling in shares of 200*l.* sterling each. The site was Wilde's garden, occupying the square between Calles Temple, Córdoba, Uruguay and Paraná, say 4 acres, tastefully laid out with tea-house, ball-rooms, fireworks, etc. There was also a circus with 1,200 seats. The whole was under the direction of Mr. Bernard, and masqued balls were held at intervals. On the accession of Louis Philippe the French residents had a banquet here, the gardens being lit with Chinese lanterns. The venerable Dean Funes, the historian, used to frequent the gardens, and was one day found dead, seated on his usual bench.

Blondel's guide of Buenos Aires for 1829 shews 49 English and American mercantile firms: the other English establishments comprised 18 grocer's shops, 4 hotels, 9 cabinet-makers, 3 upholsterers, 2 'barraqueros,' 2 livery stables, 3 blacksmiths, 1 broker, 1 auctioneer, 2 printing-offices, 4 house-painters, 1 jeweller, 5 huxters, 4 watch-makers, 5 apothecaries, 8 physicians, 6 tailors, 2 saddlers, 2 boot-makers, 3 hatters, 1 tinsmith, and 1 brewer (see Appendix).

In 1831 we find Admiral Brown one of the Bank Directors, and the Government Auditor Mr. Thomas Armstrong: half-year's dividend 8 per cent.

In the same year the English Church was consecrated: the trustees being—Rev. John Armstrong, James Barton, Jonathar. Downes, Daniel Gowland, W. H. Garratt, Stephen Hallett, D. Lamont, G. Lord, John Harratt and John C. Zimmermann.

Among the earliest English settlers was Mr Robert Billingham, a man of good family and education, of whom we read in the *Miscellanea Heraldica* of August 1873 that he was grandson of Wm. de Billingham J. P. of Godalming, Surrey (1740) and went to Buenos Aires, where he married Frances Agrelo, in 1810. This family of De Billingham came from Normandy, where they were Lords of Argenton and Manvyr, and have held estates in Surrey since 1450. In Moore's life of Byron is a letter wherein the poet writes to John Murray as follows "At Mr. Angelo's

fencing-rooms I often met a gentleman named Billinghamurst remarkable for his strength and the fineness of his figure. His skill was such that he was a match for the great Capt. Barclay; and as the bystanders were one day admiring his athletic proportions he remarked to us that he had 5 brothers as tall and strong as himself." The gentleman alluded to was Robert Billinghamurst. His letters to his brother, Colonel of the 7th Dragoons, written in 1814, abound in quotations from Juvenal and Cicero. He became a citizen of Buenos Aires in 1812, receiving a license from Government to trade, on account of his services the year previous to Gen. Rondeau at Arroyo Seco. He died in 1841.

Three brothers named Chapman came to B. Aires in 1820, and having embarked in business one of them, Jacob, went up to Paraguay and was there detained for some time by Francia. Daniel remained in Buenos Aires and in latter years lived by teaching languages. The third brother returned to England. Jacob died in Buenos Aires in Feb. 1871, and Daniel two years previously.

In 1824 came Mr. Edward Taylor, an architect from London, who married in the country and built among other edifices the Club Progreso, the Custom-house, and the German church. He received a gold medal from the Government of B. Aires, and was decorated with the Red Eagle by the King of Prussia. He died in his 67th year, September 2nd 1868.

Dr. Alexander Brown, a native of Scotland, began his career as surgeon in Admiral Brown's fleet, and served in the war against Brazil, being raised to the grade of Surgeon-general. He settled down as physician in Buenos Aires in 1828, and during 40 years enjoyed so large a practice that he left, at his death in Aug. 1868, a large fortune to his brother, a retired Indian officer, and 2 sisters in Scotland.

Another remarkable man was Mr. James Bevans, civil engineer, who came to Buenos Aires in Oct. 1822, and was at once commissioned to construct a mole for landing passengers. Colonel O'Brien was at the same time sent to Europe to bring out 200 Irish laborers for the work: the enterprise, however, fell to the ground for want of money. In the following year Bevans was requested to survey and report on Ensenada as a port, which he did, with an addendum recommending a canal from Buenos Aires thither. Mr. Bevans was a Quaker, and much esteemed in Buenos Aires. Gen. Miller mentions another engineer of this name (William Bevans) a native of Cornwall, who worked some mines in the Peruvian Andes in 1824.

Mr. Love, who founded the *British Packet* in 1826, was during more than 20 years manager of the Commercial Rooms. He published in London in 1825 a book entitled "Five years in Buenos Aires," very reliable in all its details. He died in 1845.

Mr. Thomas Duguid founded the Foreign Club in

1841, and was for many years one of the leading merchants. He retired to England about 1855 and died at an advanced age, in 1876. So early as 1828 he was Chairman of the Bank of B. Aires.

Mr. James Brittain, who was Bank Chairman in 1827, occupied a prominent place among English residents, until his retirement to England. He died at Black-heath in February 1832, leaving a large fortune to his sons.

Mr. Thomas Barton one of the 12 English merchants of 1818, was suffocated in a dust-storm, in April 1843. He came to Buenos Ayres in 1808, at the age of 16.

Col. Wellesley Wilde, who claimed to be related to the Duke of Wellington, resided about 40 years at Tucuman and Salta, as Commander of Nat. Guards. He had almost completely forgotten English before his death, which occurred at Buenos Aires about 1868.

Many other names deserve a place in this chapter, but would require more space than the present volume can afford. All the early settlers, of the period of Independence, have been gathered to their fathers (except Mr. Daniel Gowland, the patriarch of the British community, who already counts 70 years residence in Buenos Ayres). Most of them have left numerous descendants, who occupy foremost places in River Plate society and serve as the strongest link of friendship between Argentines and Englishmen.

The growth of the British population in B. Ayres may be marked by 4 epochs:—1st. The overthrow of Spanish rule in 1810, when the country was first opened to the trade of Britain. 2nd. The treaty with England in 1825, followed by the Scotch colony of Monte Grande. 3rd. The influx of Irish sheep-farmers, which began about ten years later. 4th. The fall of Rosas, in 1852, inaugurating a period of commercial activity, railways, banks, steamboats, and general development, in which Englishmen took a principal part. In the appendix will be found a chronological table of English events in the River Plate from 1800 down to 1877.

At present the number of British residents in the province of Buenos Ayres exceeds 30,000, and their aggregate properties (chiefly of Irish and Scotch farmers) amount in value to several millions sterling.

CAP. XXXV.

SETTLERS IN B. ORIENTAL

About the period of the surrender of Montevideo by the British a few English merchants settled down there: one of the earliest being Mr. Gowland, founder of a numerous and influential family, whose descendants on both sides of the River Plate are said to be sufficient to form a company of National Guards.

Even in the 18th century some Englishmen held estancias in Banda Oriental: for example, Buschen-thal's island at the junction of San José and Santa Lucia was owned by an Englishman who has left a very accurate map of the same dated about 1780; he may have been one of the survivors of Mac

Namara's expedition at Colonia (1765). Moreover it is generally believed that some of the most influential land-holders in Uruguay are of English descent, the names being slightly altered; thus the Butelers were Butlers, the Reilles, were Reillys, the Gellys were Kellys, and so of many others.

While Colonia still belonged to the Portuguese we find the Governor was an Englishman named Short, who had served as captain in the fleet of Portugal.

The first English estancieros in the present century seem to have been Messrs. Young and Stirling, two courageous and industrious Scotchmen, who had been for some time house carpenters in Buenos Aires and saved sufficient money to buy extensive tracts along the Rio Negro in 1823, at 20*l.* sterling the square mile. During the civil wars they suffered greatly from banditti, but held on through all the troubles of half a century, and left princely estates to their children. A few years before Mr. Young's death he sold a portion of his lands, called Bichadero, for thirty or forty thousand pounds sterling, to an English Co. As regards the Stirlings, intermarried with the neighboring family of Cash, they possess large estates close to the Youngs.

In 1824 Mr. Thomas Fair established the famous estancia of San Jorge at the Rincon del Chileno on the Rio Negro, 150 miles from Montevideo; its area is greater than that of some counties in England, and it

has long been regarded as one of the finest estates in South America. It counts at present 50,000 horned cattle and 100,000 sheep, crossed with the best races of England, Mecklemburg and Silesia.

In 1825 Mr. Jackson purchased near Florida the vast estancias now held by his children; they run over 60 miles in a straight line and represent a great value, although originally bought for 6*l.* sterling per square mile. Mr. Jackson was for many years a merchant at Montevideo, and left his family enormous wealth not only in lands but also in houses and personal estate.

Mr. Samuel Lafone may be regarded as one of the founders of English commerce at Montevideo. He is supposed to have started the first English saladero and exported the first cargoes of hides to England. He is said to have introduced the first steamer that navigated these waters, and built the first steam-mill. He carried on for many years an important trade with the Falkland Islands, and leased the seal-fishery at the mouth of the River Plate. He built almost at his sole expense the English Protestant chapel, consecrated in 1845. Besides his trade relations at Montevideo he carried on mining with great success at Catamarca, in the Argentine Republic. Few men surpassed him in energy and enterprise, and he seems to have been a native of Jersey. During a commercial crisis his house failed, but he subsequently paid all his creditors in full, besides interest.

During half-a-century he held a foremost place in Montevideo; and died attending some yellow-fever patients at Buenos Aires in 1871.

Mr. Bridgman was an old British resident at Colonia, who carried on the principal share of business there in the first quarter of the 19th century.

Mr. Richard Williams of Salto, Director of the Salto and Santa Rosa railway, settled in the first-named town about fifty years ago. He possesses the best collection of crystals, agates, amethysts etc., in the River Plate, obtained mostly from Cerro de Catalanes.

Mr. Richard Hughes was over 30 years a prominent Englishman in Banda Oriental, holding valuable properties in estancia lands and saladeros. He spent large sums in the importing prize cattle from England; most of which were killed by Blancos or Colorados during the civil wars. He also sunk capital in trying to promote the growth of flax, bringing out a number of flax-growers from England. The Hughes estancia is one of the finest in the Banda Oriental. Although himself a Protestant he erected a Catholic chapel for his people, and was alike hospitable to the Irish priest or the Protestant missionary. In him the R. Plate lost as upright and enterprising an Englishman as ever settled on its shores. He died at his estancia near Paysandú, Oct. 8th 1875.

Col. Mundell was originally a Scotch carpenter,

who settled in Paysandú some 50 years ago, and afterwards fought under Garibaldi in the civil wars. He has often given proofs of the most daring valor; on one occasion disarming 4 soldiers sent to kill him. He has been several times Military Governor of Paysandú.

Captain Mac Eachen, a Scotch gentleman of liberal education, has likewise been Gefe of Paisandú, and distinguished himself by his activity in pursuit of banditti, and his zeal in every branch of public service.

Mr. Thomas Havers was many years employed by the Falkland Islands Co., and afterwards settled with his family at Montevideo. He started the *Montevidean Times* in 1865, but the venture proved unsuccessful, although Mr. Havers was possessed of fair abilities. General Flores having made him Director of Public Works he constructed the new market at Montevideo. He died in March 1870.

The first English school at Monte-video was that established by Mr. William Rae, mentioned by Mac Cann, in 1850, as "a very talented trainer from the Glasgow Seminary, whose day-school is attended by 30 pupils."

Commodore Sir John Purvis R. N. laid the first stone of the English church on 1st January 1845, on the site of a battery taken by Sir Samuel Auchmuty in 1807.

Mr. Krabbe was the founder of the English Club.

Mr. John McColl was the first to publish an English guide-book to Montevideo, and subsequently became mayor of the city. Mr. Tomkinson, an old English merchant, is known for having the finest gardens and plantations in the country; and here the Australian gum-tree was first acclimatized in 1854, the number of these trees in the River Plate provinces now exceeding a million.

Dr. Fleury, son of a famous Protestant divine in Dublin, is Surgeon-general to the Caridad Hospital, an admirable institution under the care of Italian Sisters of Charity: the number of patients yearly averages 4700, deaths being about 7 per cent.

Dr. Albert Mullins, formerly of the British navy attends the British Hospital, which contains 60 beds: it was built in 1867 at a cost of 7,200*l.* sterling-

John Oldham, chevalier of the Brazilian order of the Rose, is manager of the Western Brazilian and River Plate Telegraphs. He laid the River Plate cable in 1866, and the enterprise has proved under his direction one of the most successful and lucrative in this part of the Continent. He was decorated by the Emperor of Brazil for his services to telegraphy.

Mr. Henry Fynn, of the firm of Lanus Fynn & Co., was mainly instrumental in providing the Santa Lucia water-supply for Montevideo. The works were constructed by Mr. Henry Newman, in 1872, being one of the longest pumping mains in the world, over 34 miles.

William H. Cock constructed the Gas-works and Maua graving-dock, which cover over 2 acres: much blasting was done here in 1867-74, the works being mostly of cut stone. The dock admits vessels 275 feet keel, 45 beam and 12 draught; and can be pumped dry in 4 hours. Mr. Cock is now building the Jackson docks at the Cerro. Besides these docks at Montevideo is another at Colonia built by Captain Manton for an United States Company in 1867.

Gold-mines at Cuñapirú were surveyed in 1863 by Mr. Jehu Hitchen of London. Five years later Mr. Hubert Bankart, an experienced miner, was sent to England for machinery and operatives; but a quarrel with the shareholders ensued, and the machinery was abandoned on the beach at Salto. Nevertheless Mr. Rogers and other private miners have extracted gold from time to time, and Gen. Goyo Suarez boasts that he has taken over 20% weight of gold dust from the various washings.

Although the number of British residents in Banda Oriental has notably diminished in the last ten years there are still many princely estancias in their hands. Formerly there was an English racing-club at Porongos, under Mr. Jeffries, but it has been dissolved since his death in 1872.

The Bichadero estancia near Fray Bentos belongs to shareholders in England, and is managed by Mr. Theophilus Ricketts. It covers 100 square miles, say 64,000 acres and counts over 100,000 sheep and

cattle. Drabble's estancias near Colonia belong to private companies, and are some of the finest in the River Plate. Near Paysandu are the extensive farms of Messrs. Peel, Bell, Drysdale, Hughes, Wyatt Smith, Wilson, Lynch, Gaynor and others, some of which represent 60 or 80 thousand pounds sterling. The late Major Lawrence V. C. and his friend Capt. Johnson settled near San Jose in 1864, where Capt. Johnson still holds a fine property. Major Lawrence died of an illness contracted in India.

The Extractum Carnis Liebig Factory at Fray Bentos is managed by Mr. Charles Croker, an Irishman for many years resident in Uruguay.

CAP. XXXVI.

ENGLISH IN BRAZIL.

English merchants from the earliest time found more facility for settling in Brazil than in the Spanish colonies. We have already seen some established at various points of the coast, from Pernambuco to Santos, in the 16th and 17th centuries. Great portion of the trade of Rio Janeyro was in the hands of our countrymen long before the emancipation from Portugal. In 1808 we find the English merchants of Rio Janeyro offering 6,000\$ to Sr. Presas, secretary of Princess Carlota, for a letter of recommendation to Viceroy Liniers of Buenos Aires, and a further promise of 4 per cent. on all profits arising out of trade with the River Plate, in case

of their being permitted to establish branch houses at Buenos Aires or Montevideo.

After the declaration of Independence the commerce of Brazil increased prodigiously, and from that time down to the present the chief export of the country, which is coffee, may be said to be a monopoly of a few British houses. In former years diamonds formed a great item of commerce: in 1776 Messrs. Brant Brothers of Goyaz had as many as 600 slaves in the diamond-washings, but some difficulty occurred with the Viceroy, resulting in both brothers being sent in chains to Lisbon, where they died in prison.

An enterprising Scotchman named John Proudfoot, in the present century, has left his name indelibly associated with the advancement of the Province of Rio Grande do Sul, one of the most prosperous in the Empire. He was born in Glasgow, and came to B. Aires in 1835. A few years later he went to Rio Grande and established the house of Proudfoot, Ure and Moffatt. In 1852 he started at Montevideo the house of Proudfoot and Co., and after 3 years retired to England, having made a large fortune, and leaving the Rio Grande house in charge of Mr. H. Crawford. Subsequently he made periodical visits to South America, and in 1862 formed the idea of making Rio Grande a cotton-growing country; with this object he came out in person with some experienced planters, machinery etc., to begin a cotton farm at

Coqueruto, on the peninsula facing Rio Grande city. This was the only enterprise of his which turned out badly; after spending some 20,000*l.* sterling he had to give it up, and convert the Coqueruto farm into a kitchen-garden, for the supply of the city markets. In 1864 he obtained the concession from the Argentine and Montevidean Governments for laying down a sub-marine cable between Buenos Aires and Montevideo, which was effected in less than two years. His last trip to Rio Grande was in 1873 when he found the line of steamers which he had established to Port Alegre, in 1862, doing a great traffic: the steamers had been built by him at Glasgow. He found also the house of Proudfoot and Company still holding a foremost place; and numerous works of progress connected with his name. After taking leave of the city which regarded him as a benefactor, and in which he left so many kindly associations, he returned to his estates on the Clyde, bought by him some years before for 150,000*l.* sterling. But his health soon after began to decline, obliging him to seek the milder climate of Lisbon, where he died on March 8th 1875, in his 74th year. He had never married, and his estates went to a nephew.

Mr. Henry Law, an engineer from Dublin, commenced in 1857 the famous Ilha das Cobras careening dock at Rio Janeyro, which is cut out of the solid rock. The works were inaugurated by the Emperor, January 6th 1857, and the blasting effected at inter-

vals by galvanic batteries. On several occasions the shock was so severe as to shake the city of Rio, and even Nitherhoy on the other side of the bay. The dock is 300 feet long, 93 wide and 33 deep, admitting vessels of 28 feet draught: the entrance being 90 feet wide, with sluice-gates. The work was concluded in 1862, and cost double the first estimates; the machinery is worked by 40-horse engines, and includes the usual hydraulic pumps for pumping the dock dry. Similar docks have since been constructed by Messrs. Hett Wilson and other English residents.

Mr. William Gilbert Ginty, another Irish engineer, has left a noble work in the new road to Tijuca, made by him for the Government, about 20 years ago. It scales a number of precipices, making in many places a zig-zag route, and affords quite an easy ascent for carriages to points previously inaccessible. The construction is so solid as to remind one of the old Roman roads; the rain torrents are frequently of the most terrific character, on this route. Mr. Ginty built himself a delightful country house at Tijuca, and died the following year (1865).

Messrs. Gotto and Co. of London have recently carried out important city-improvements at Rio Janeiro, at a cost of 850,000*l.* sterling, for an English Company: the enterprise has given large dividends and the stock is at a high premium. Many similar enterprises by English companies in Brazil will be found in a subsequent chapter.

Sir John Hawkshaw made surveys in 1875 for improving the ports of Pernambuco, Maranhão, Ceará, Paraíba and Rio Grande do Sul; the works will extend over a period of five years, and cost 3,180,000*l.* sterling.

Vice Admiral Frederic Buchanan Crawford, who took so much interest in promoting English colonies in Brazil and established an English coffee plantation on a large scale at Santos, was a distinguished commander of the British navy, having entered the service in 1836 and won distinction during the Crimean war. He afterwards commanded for some years H. M. S. *Egmont* at Rio Janeiro; and died at Palmeyras Nov. 9th 1875, in his 53rd year.

Dr. Cochrane, relative of the famous Admiral of that name, resided nearly 40 years at Rio Janeiro, practising medicine with great success. He had a coffee-plantation near Tijuca, where he died in 1873, leaving two daughters, one of whom is Baroness Araujo Gondin, wife of the Brazilian Minister at Buenos Aires.

Messrs. Palm and Lloyd completed in 1875 the surveys undertaken by them for Viscount Mauá and Dr. Cochrane's proposed railway from the port of Curitiba (province of Paraná) on the Atlantic seaboard to the inland province of Matto Grosso, nearly a thousand miles in length, and estimated to cost about ten millions sterling. Messrs. Palm and Lloyd suffered many hardships, and the first named died just as he

had reached the capital of Matto Grosso, after many months of travel through Indian deserts and forests never before traversed by Europeans (see chapter on Surveys).

In the export of coffee from Rio Janeyro the house of Phipps Brothers does the largest business, over half-a-million sacks yearly, representing a value of two millions sterling. The houses next in importance are those of Johnson, Bradshaw, Wright, Kern and Mac Kinnell which make up $1\frac{1}{2}$ million sacks. These 6 firms represent an export trade of 8 millions sterling.

English travellers have explored every part of the territory of Brazil, which is equal in extent to the whole of Europe. (The most notable of these explorers will be recited hereafter in a distinct chapter). English mechanics have also settled down in various provinces, and acquired wealth and position.

Mr. Bowman of Pernambuco established a foundry in that port, having resided there over 40 years. The neighboring province of Bahia boasts Mr. William Watt's steam saw-mill at Ponta Area, Messrs. Hopkins and Webster's foundry at Jequitara, and Mr. Russell's at Sant Amaro. Mr. Charles Neate is constructing the Bahia docks, to cost 900,000*l.* sterling. Mr. Hugh Wilson is making a railway to the diamond fields. Our countrymen are also found connected with the chief public enterprises at Rio Janeyro,

Santos, San Paulo, San Juan del Rey and Rio Grande do Sul.

One of the oldest English settlers at Rio Janeyro was Mr. Robert Bennett, who built the famous English hotel at Tijuca, a delightful resort for travellers, which has been greatly enlarged and improved of late years.

The late John McGinity, concessionaire of the San Leopoldo railway (Rio Grande), began life as ordinary seaman aboard a vessel from Glasgow, of which town he was a native. He served some time under Capt. Maury in submarine investigations, and coming to South America found employment as a blacksmith in the Rio arsenal. He afterwards became overseer of a department in Baron Maua's arsenal, which post he left to take some Government contracts, in building the prison and arsenal at Port Alegre. Here he acted for many years as U.-States Consul, and took part in every enterprise, such as coal-mines, railways, colonies, etc. In 1871 he proceeded to London, where he formed a company for the New Hamburg Railway with the aid of Lord Claude Hamilton and Mr. Brunlees. The contract was concluded with Messrs. Watson and Bevan Smith, who completed the line in 1875.

The gas-works of Rio Grande were constructed by Mr. Upward in 1874, and other English engineers made those of Pelotas and Port Alegre. A concession to work the coalfields of Candiota was granted to

Messrs. Nathaniel Plant and Law, but has not been carried out. The Arroyo das Ratas fields are said to contain better coal, and Mr. Johnson has constructed a railway to connect the pits with the port of San Geronimo.

Few works have been of greater importance in Rio Grande province than the dredging of Pelotas and Rio Grande bars: the dredges were brought out by Mr. Colburne of Renfrew and Mr. Albert Smith, in 1871.

CAP. XXXVII.

ENGLISH ON WEST COAST.

Merchants and physicians from the United Kingdom began to settle on the West Coast in the first decade of the present century, laying the foundation of a valuable trade with Great Britain and in most cases intermarrying with native families. Their descendants are to-day among the foremost ranks of commerce, diplomacy and literature, ever ready to offer a friendly welcome to Englishmen, and forming a powerful element for the spread of those principles of liberty and order which seem inseparable from the Anglo-Saxon race. No wonder that Chile has proudly maintained for half-a-century the foremost place among South American republics: here was con-

structed the first railway in this Continent; here the first line of steamers was established between Europe and the Pacific; and from Chile the first telegraphic communication was made across the Andes.

About the year 1805 Dr. George Edwards, settled in Chile, and married a native lady of Serena, where he practised for many years. His eldest son, Joaquin, was born in 1808, at Serena, and sent to be educated in the United States. After leaving school he visited every part of South America, finally settling at Coquimbo as a banker and mine-owner. He introduced an improved system of furnaces and the most modern machinery. After filling the post of Intendente of Coquimbo he died in 1869. Dr. Edwards left another son, Augustine, who is one of the greatest bankers and capitalists on the Continent.

Almost contemporary with Dr. Edwards was Dr. Blest, a native of Sligo, Ireland, who also married a Chilian lady, named Gana; he has been for 2 generations one of the most eminent physicians on the West Coast, and is still living at Santiago. Two of his sons have been Ministers Plenipotentiary at Paris and Rio Janeyro, the third President of the Chilian House of Deputies. Dr. Blest is a Senator of Chile.

The most notable Englishman connected with Chile was Mr. Joshua Waddington, who died Oct. 11th 1876, and of whom the *Patria* said "he was founder of the commercial prosperity of Valparaiso, as Wheelwright was of its maritime development."

He was born at York on the 3rd of December, 1792, and came to Buenos Aires about the year 1812, for the house of Brittain & Co. He arrived at Valparaiso on the 17th of Aug. 1817, and his house of business, under the firm of Waddington, Templeman and Co., became in a few years the most extensive in the Pacific. Mr. Waddington devoted himself to everything calculated to stimulate national industry. In mining he invested millions at Copiapo, Huasco and Coquimbo, whose copper mines were worked by his capital. The famous Waddington canal, constructed at his sole expense, is a monument of his benefits in the province of Valparaiso, and the department of Lima-che owes the fertility of its fields to water derived from it. Mr. Waddington was almost always associated with Wheelwright, the promoter of every improvement. He offered the government the first funds for the construction of the Santiago and Valparaiso railway, and presented a scheme for supplying Valparaiso with water. About the year 1850, his fortune had reached its height; and he entered largely into agricultural matters. As a resident of Valparaiso Mr. Waddington was for thirty years the richest and most enterprising proprietor. Owner of valuable lands in the Port, in the Almendral, on the hills, in Playa Ancha, he lent a generous impulse to all. He possessed at Las Delicias a beautiful villa in which he offered cordial hospitality. Archbishop Acuña died under his hospitable roof in 1843. From this garden

originated the Jardin de Recreo. He was the first to erect a commercial Bazaar, the Pasage Waddington; the Plaza del Orden was formed by his munificence, and to him Valparaiso was indebted for the works that united the Port and the Almendral into a single city. To hospitals, schools and industrial enterprises his hand was ever open, and Benjamin Vicuña Mackenna aptly dedicated to him his "History of Valparaiso." He died at the ripe age of 84 years, leaving a reputation which will long serve to perpetuate the esteem for Englishmen in that part of South America.

Two brothers named Eastman came to S. America in 1822; one settled at Buenos Aires, the other at Valparaiso; both married natives and figured for half-a-century among the most respected merchants of Buenos Aires and Chile. In 1869 the Chilean brother Edmund came to Buenos Aires to visit Thomas Eastman, and remained some weeks. The latter died in 1873, leaving a numerous family, one of his daughters having been married to Colonel Alvaro Barros, for some time Governor of Buenos Aires. The Chilean brother died in July 1875, and the *Ferro-carril* of Valparaiso dedicated to him the following obituary:—
"On Thursday evening the old and esteemed British merchant, Mr. Edmund Eastman died after a short illness, in the midst of his family and friends. His father, a London merchant, sent him with his brother to Buenos Aires, in 1822, to make a start in life. A short time after the English firm of Josuah Wadding-

ton and Co. of Valparaiso wrote to Buenos Aires for a suitable English youth to take charge of a branch of their house occupied in shipping copper to India. Young Eastman came overland in company with D. José Urmeneta, then returning from a tour in Europe, the friendship thus begun lasted through life. Eastman was sent north, to direct the shipment of copper, and after many years of hard work started on his own account at Ovalle. Soon after he married, in 1826 a lady of Coquimbo, who now mourns his loss. During a long mercantile career at Santiago he earned universal esteem, always setting an example of rectitude that will endear his name in Chile, and make us remember him as one of those high-minded Englishmen to whom their adopted country renders a willing tribute of respect and affection."

A Scotchman named McFarlane started the first brewery in Chile about 1820, but the business languished for a time and ultimately died. Miller says it was because the Government imposed heavy taxes upon the new enterprise; but this statement has been contradicted. It is needless to say Mr. Mac Farlane was ruined.

Similarly unfortunate was Mr. Mier's attempt to establish works for copper-smelting. After spending a large capital in bringing out operatives from England, and building a factory he was harassed with lawsuits about the title to his land and obliged to leave Chile.

Nevertheless there were many of our countrymen who succeeded in many branches of trade, as we have seen of Mr. Waddington, who in his own time had the satisfaction of seeing the trade of Chile grow from one million sterling to 14 times that sum; one half the total import and export traffic being with Great Britain.

Of the numerous English merchants connected with Peru, one of the oldest was Mr. Henry Swayne, who died at Lima 29th January 1877, and of whom the *South Pacific Times* spoke as follows:—

“It is with much regret that we announce the death of Mr. Henry Swayne, a gentleman who for more than half a century has been identified with the best interests of this country. Mr. Swayne was born at Dysart, Fifeshire, Scotland. He arrived in Peru in 1824, and was partner in the house of Swayne, Reid, and Co., his brother Mr. Robert Swayne, being the head of the firm in Liverpool. In 1832 the house here closed, and Mr. Henry Swayne took possession of the sugar plantations known as Quebrada and Casa Blanca. In 1833 Mr. Swayne made a visit to Europe, and from the time of his return in 1834 he devoted himself entirely to the management of his estates until, we may say, the time of his decease. Mr. Swayne in 1851 married a lady, who with four sons and one daughter mourn his loss. The deceased gentleman was in possession of some of the finest sugar plantations in Peru.”

Among those who have successfully labored in recent years for an improved system of sugar growing in Perú was Mr. James P. Cahill, an Irishman, who introduced, in 1865, the most complete machinery from United States, and thus gave an impetus to sugar-planting. He went to Egypt in February 1877, to inspect the great sugar-works of the Khedive, and died of apoplexy at Cairo.

Thomas Bland Garland came to Chile about 1845, became partner with Cousiño, large exporter of produce; the firm of Cousiño and Garland had a large number of sailing-vessels, which were the first that traded to England with the Chilian flag, carrying copper and wheat. This firm took a lively interest in the Lota coal-fields. Mr. Garland aided in starting the first tramway in South America, that of Valparaíso. He was afterwards contractor for the railway from San Fernando to Curicó, and having made a large fortune he retired to England, where he now resides.

Charles Lambert, native of Wales, came to Chile some 30 years ago, engaged in copper mining at Coquimbo and by introducing a new method of "reverberating" furnaces utilized ores that were before considered worthless. This gave a great impulse to mining, as the yellow metals were now turned to great advantage. Mr. Lambert died in England, in 1876, leaving a fortune of one million sterling.

Alexander George Miller is one of the oldest and

most respected British residents on the West Coast, his house of business dating back over half-a-century. He resides at Valparaíso, and is related to the Miller family of Buenos Aires.

Richard Price commenced a mercantile house soon after the Independence, being married to a Chilean lady. He embarked largely in mines, but later in life retired from business and settled down in the south of Chile as a farmer. He was one of the first and most enterprising in importing from England improved breeds of cattle, and died about ten years ago.

Dr. Armstrong and Dr. Nathaniel Coxe, both of whom had been British naval surgeons, practised for many years with great success at Santiago and Valparaíso. They were both married to Chilean ladies; Mrs. Armstrong was sister-in-law to Admiral Blanco. Dr. Coxe was father of the famous Patagonian explorer, of the same name.

Edward Abbott, one of the principal mine-owners in the north of Chile, has been over 30 years engaged in this industry at Coquimbo, where he resides, being married to a native lady.

Samuel Lang arrived in Chile in 1818, to dispose of a cargo of merchandise for his father. He made several successful voyages between Chile, La Plata and Brazil. In the war of Independence he cultivated a close friendship with O'Higgins and Miller, and was one of the promoters in Lima of the great Pacific Steam Nav. Co. carried out by Wheelwright.

He had previously brought out from England his cousin, James Clark, to assist him in business, and this gentleman was father of Messrs. John and Matthew Clark, now so well-known as constructors of the Transandine Telegraph and concessionaires of the Transandine Railway. Mr. Lang established a house simultaneously at Valparaiso and Lima, and retired to England in 1835, where he still resides.

CAP. XXXVIII.

ENGLISH IN PARAGUAY

The earliest English settler in Paraguay seems to have been Dr. William Parley, who arrived at Asuncion with his wife in the beginning of the century. Their names are still preserved for their unremitting kindness to the sick and poor, whom they treated as their children, having no family of their own. Both Dr. Parley and his wife died in Paraguay.

In 1811 John Parish Robertson, then in his 19th year, arrived from Buenos Aires with a cargo of merchandize; he and his vessel being seized on a charge that he was making maps of the country. This difficulty settled he was fallen in love with by Doña Juana Esquibel, a lady of 70 summers, whose

indignation at his coldness nearly caused him fresh trouble. His first interview with the tyrant Francia was remarkable. He was out shooting, one evening, in the district of Luque, and had just hit a partridge, when a voice behind him exclaimed "good shot!" A gentleman of some 50 years, dressed in black, with a scarlet cloak across his shoulder, wearing large gold buckles at his knees and on his shoes, his hair falling in curls upon his shoulders, his eye piercing, and his forehead expressing boldness, stood before him, and stopping his apologies politely invited him to enter his cottage. Francia proved a valuable friend to Robertson, whose mercantile ventures were so lucrative that he resolved to make a trip to England, his brother William having arrived at Asuncion in 1814. Francia on learning of his determination requested him to endeavor to open a direct trade between England and Paraguay, and to this end gave him a bale of tobacco, a 'tercio' or hidefull of yerba-mate, a keg of native brandy and some other articles to present to the House of Commons as samples of Paraguayan products. On reaching Buenos Aires he changed his mind, and freighted a vessel with arms and merchandize for another trip to Paraguay. On his return to Asuncion he and his brother were at once banished, for his disobedience to Francia's wishes, and forced to remove to Corrientes.

While Francia kept the country rigidly closed against foreigners it happened that a Buenos Aires

merchant named Soria and an Englishman, one Luke Cressol, got up an expedition to descend the Rio Bermejo, in 1826. They were some months on the voyage, but safely reached the mouth of the river after a winding course of 1200 miles. A Paraguayan guard seized them at the confluence of the Bermejo and Paraguay, and sent them prisoners to Francia, who kept them in Paraguay until his death. Cressol died in Dec. 1865, at a very advanced age.

After the fall of Rosas, in 1852, several English and German merchants from Buenos Aires went up to Paraguay and opened houses of business. One of these, Mr. William Stark, married a native and settled down permanently at Asuncion. He was shot by Lopez II. in 1870, in one of the hecatombs ordered by the tyrant.

Lopez I. having sent his son to Europe in 1853 to bring out engineers and artisans for the construction of railways, arsenal, etc., the following years saw a great influx of Englishmen: Doctors Stewart, Barton, Skinner, Rhind and Fox; Messrs. Whitehead, Burrell, Valpy, Thompson, Masterman and Taylor, and a number of skilled artisans from the workshops of Blyth and other iron-masters in England. At this time also arrived Mme. Lynch, who was destined to play so prominent a part in the reign of Lopez II.

Doctor Stewart and his colleagues had been army-surgeons during the Crimean War, and proceeded to form a medical corps, with Masterman as chief of the

pharmaceutical department. Stewart ranked as a major, the others as captains, and wore the respective uniforms: they organized a complete hospital service. Barton and Fox returned to England before the outbreak of war with Brazil, Rhind died of consumption in Nov. 1868, at Campo Grande. Stewart became surgeon-general of the army in June 1864, and served through the war, until he was made prisoner by the Brazilians at Lomas Valentinas. Skinner accompanied Lopez to the last, and was with him at his death, at Aquidaban: he was killed by a fall from his horse at Asuncion, in 1872. Masterman has written an interesting narrative of his adventures, "Seven eventful years in Paraguay," and is now living in England. Stewart is still at Asuncion, married to a native lady.

Whitehead completed the arsenal of Asuncion in 1861, having employed 300 natives and 30 English artisans in the work. The machinery was very complete, including besides the iron foundry a steam saw-mill for cutting the hard woods of the country. In three years the arsenal turned out 7 fine steamers, which plied as mail-boats from Asuncion to Montevideo, and were afterwards armed as war-steamers. Heavy artillery (68-pounders) were also cast, for the batteries of Humaytá. In 1863 Whitehead was stabbed by a native, who was immediately condemned to be shot, but spared at Whitehead's earnest entreaty. The event caused a shock

to his system from which he never recovered: he committed suicide in July 1866 at his cottage near Asuncion.

Messrs. Burrell, Valpy and Thompson constructed the railway from Asuncion to Paraguary, 40 miles, in 3 years: the navvies were Paraguayan soldiers, and the line was very solidly built. It would have been carried out to Villa Rica, the centre of the agricultural departments, but for the outbreak of the war. Messrs. Burrell and Valpy were detained for some time by Lopez, until rescued by the Brazilians in the 5th year of the war.

Col. Thompson, the Chevalier Bayard of the Paraguayan war, was a native of Scotland, and about 20 years of age on his arrival in Paraguay as assistant-engineer for the construction of the railway. He soon became one of the best Guarani scholars in the country, and was beloved by all classes of the natives. When the war broke out he rendered such valuable aid as military engineer that Lopez promoted him to the rank of Colonel, and entrusted him with the command of the fortress of Angostura, which was after Humaytá the last and greatest bulwark of Paraguay. He was the only man in whom Lopez placed implicit confidence, conferring on him the highest rank in the Order of Merit. For several weeks he held at bay the whole army and the ironclad fleet of the allies, until Lopez fled to the interior and left him with a handfull of brave men, whose privations Thompson shared

and whose valorous efforts he directed till the end. So much was the Brazilian Commander-in-chief struck with Thompson's heroic conduct that he allowed him a capitulation with all the honors of war: in fact Thompson refused to surrender on any other terms, and this was virtually the close of the war. Paraguayans will long cherish the name of the gallant Englishman who threw a last blaze of glory upon the altar where their nationality was immolated. Thompson married a charming native lady after the war, to whom he had been engaged before the commencement of the terrific struggle; his health had been so undermined by the hardships at Angostura that he died at the age of 35, in March 1876, leaving a widow and children to mourn his early death. He published in London in 1871 a history of the Paraguayan war, equally praised for its truthfulness and the modesty of the author.

The architect Taylor, who built the new palace for Lopez II. at Asuncion, was among the English captives rescued at Azcurra, near the close of the war. His wife died on reaching Asuncion, from effect of the terrible privations they had undergone. The palace was not finished in the internal fittings, but had cost over 100,000*l.* sterling; it was shelled by the Brazilians in 1870, and is now a magnificent ruin. Mr. Taylor returned to England with his 3 children immediately after his wife's death.

The geologist Twite, who arrived in Paraguay short-

ly before the war, was compelled to manufacture gunpowder and direct some ironworks during the campaign. He was one of the few who survived the war (see chapter on Men of Science).

The arsenal of Asuncion after Mr. Whitehead's death in 1865, passed into the hands of Mr. Grant, who died in Sept. 1865, and transferred the direction to Mr. Nesbitt, formerly chief engineer of the war-steamer Paraguay. Under the last-named the arsenal continued to render valuable aid to Lopez during the ensuing 3 years of the war; Nesbitt being assisted by 20 English mechanics in making cannon and torpedoes. The torpedo-department was under the charge of Mr. Bell, who afterwards died of cholera at Humaytá. After the fall of Angostura and capture of Asuncion by the Brazilians Nesbitt still followed the fortunes of Lopez to the mountains of Azcurra; and when the tyrant was driven from this last place of strength he gave Nesbitt 100 ounces of gold and a canoe to make his escape. Nesbitt, however, was never more heard of, having probably been murdered by the Paraguayan soldier sent with him in the canoe.

William Eden, who had been foreman of a saw-mill in Russia, took charge of the saw-mill attached to the Asuncion arsenal in 1861, where he continued 7 years until sent to Piribebuy. At this time (Dec. 1868) the army of Lopez at Azcurra was made up of men, boys and women, in all 15,000; and provisions

had become so scarce that 3 sticks of maize or one of mandioca cost a dollar. Corpses lay about the roadside, several persons having died of hunger, while many subsisted for months on bitter oranges. Eden and his wife survived the terrible hardships, and having fallen into the hands of the Brazilians, in Aug. 1869, along with several other English families, they were conveyed to Asuncion and there hospitably received by Captain Fawkes aboard H.M.S. Cracker. They were among the few who had the good fortune to return to England. Eden had two friends named Watts and Cutler; the former was shot by Lopez in July 1868, at San Lorenzo, although he was foreman of a department in the arsenal. Cutler was chief engineer of the Salto de Guayrá, and killed in the capture of Curumba in Nov. 1864. The widows of these two men returned to England in 1869.

William Newton who first went to Paraguay in 1858, and a steamboat engineer named George Miles, got up a new arsenal for Lopez at Caacupe in Dec. 1868, and in a few months turned out sixty brass cannon, fifty being 12-pounders and ten rifled pieces. The rifling was done with a machine invented by Col. Thompson. The guns were made of church bells mixed with Brazilian cannon-balls picked up near the lines. Newton had previously directed an arsenal at Ibicuy, during 18 months, and cast 70 pieces of cannon, including the Criolla, said to be a 68-pounder besides 400 tons of shot and shell. He sent

Lopez a bill for a thousand dollars, and took refuge in the U.-States Legation: on the retirement of the U.-S. Minister he was seized and put in the stocks for 88 days, being only released on consenting to work at the new arsenal of Caacupe. In his leisure hours he cultivated mandioca and cocoa, and was able to support himself and his children till relieved by the Brazilians: he returned to England with Eden and some others in 1869. His children were in so exhausted a condition on arriving at Buenos Aires that they had to be sent for a time to the British Hospital. His wife had died in the first year of the war (1865).

Capt. Morris, who had been some years in the Paraguayan naval service, commanded the steamer Rio Blanco in a trip she made to England in 1853 with a number of Paraguayan youths to be educated in Europe. He retired to England before the war. One of his sons was killed in action in 1868; about the same time as Capt. Lynch.

Mme. Lynch came out from Europe with Lopez II while his father was yet alive, in 1853. During 12 years she lived in regal state at Asuncion, and was very hospitable to European visitors. When the war broke out she accompanied Lopez to Humaytá, and followed his fortunes all through the 5 years' campaign, till he was overtaken by the Brazilians and killed at Aquidaban along with Mme. Lynch's eldest son, Francisco Lopez, a youth of 15. Mme. Lynch

buried Lopez and her son, and then surrendered to the Brazilians, who treated her with every kindness and courtesy. She is now living in England.

The attempt to establish an English colony in Paraguay, by Messrs. Robinson and Fleming in 1872, was one of the most disastrous events of recent times. A loan for Paraguay having been negotiated in London a portion of it was set apart to establish a settlement of Lincolnshire Farmers at a short distance from Asuncion. The contractors, however, collected a number of needy artisans from the streets of London, and sent them out to the number of 800, in two batches per Rydal Hall and Kepler, towards the close of 1872. The Paraguayan Government had made no preparation for the colonists, who were sent off to Itá and Paraguay. For some months they suffered terribly from exposure and insufficient food. Some of them, fearful of being arrested if they returned to Asuncion, pushed on in a S.E. direction, for 200 miles to the Upper Paraná, and had the good fortune to meet some Brazilian officers, who enabled them to escape from Paraguay and reach Buenos Aires. Meantime the mortality was so great among women and children in the swampy settlement near Paraguay that many of the emaciated survivors made their way afoot forty miles to Asuncion, where the Italian Consul Mr. Ascencio Ximenez received them with open arms, distributing all his own and his wife's wardrobes among the wretched sufferers, and pro-

viding them with lodging and food. As soon as the men who had escaped to Buenos Aires related the sorrowful condition of the colonists in Paraguay a subscription was got up by Mr. Fred. St. John, H. B. M. Chargé d'Affaires and Mr. Armstrong, chairman of the St. Patrick's Society, who collected 2,400*l.* sterl., including 100*l.* sterl. from Mr. St. John and 200*l.* sterl. from the above society. In this manner the sufferers were rescued and brought down to Buenos Aires, where most of them speedily found employment. Only two families remained in Paraguay, and of the 800 colonists who had arrived from England in Dec. 1872 no fewer than 162 died in the 6 months which intervened until the survivors were removed to B. Aires. Among those who died were a man and wife murdered while asleep in their hut by a native, who was arrested but not punished.

Captain Henry Cavendish Angelo happened to be in Paraguay when the colonists were in extreme destitution, and generously gave them every assistance in his power, acting as manager and distributing the rations after the superintendent of the colony had left. Capt. Angelo was a man of 70 years, had served as an officer in India, and travelled over Madagascar, Africa, Mexico, British Columbia and many other countries. He remained in Paraguay after the departure of the colonists, and died in that country, of typhoid fever, on March 2nd 1875.

In May 1876 the Paraguayan Government granted

a concession to Dr. Stewart of Asuncion and Doctor Alston of Buenos Aires, of 1,000 square miles of land near the old village of Salvador, along the Rio Paraguay; this is the highest riverine settlement in Paraguay, approaching the Brazilian frontier of Rio Apa. There are at present 30 colonists, mostly natives, employed in planting coffee.

At present the only British residents at Asuncion are Dr. Stewart; Mr. Horrocks, manager of the tramway; Mr. Croskey junr, whose father has a project for starting a National Bank, Mr. Alexander Baillie, representative of the London Bondholders; Mr. Murdoch and one or two others. There is no British consular agent, but Mr. Horrocks, who is a relative of the late Lord Nelson, is most attentive to English travellers.

CAP. XXXIX.

NORTH AMERICANS.

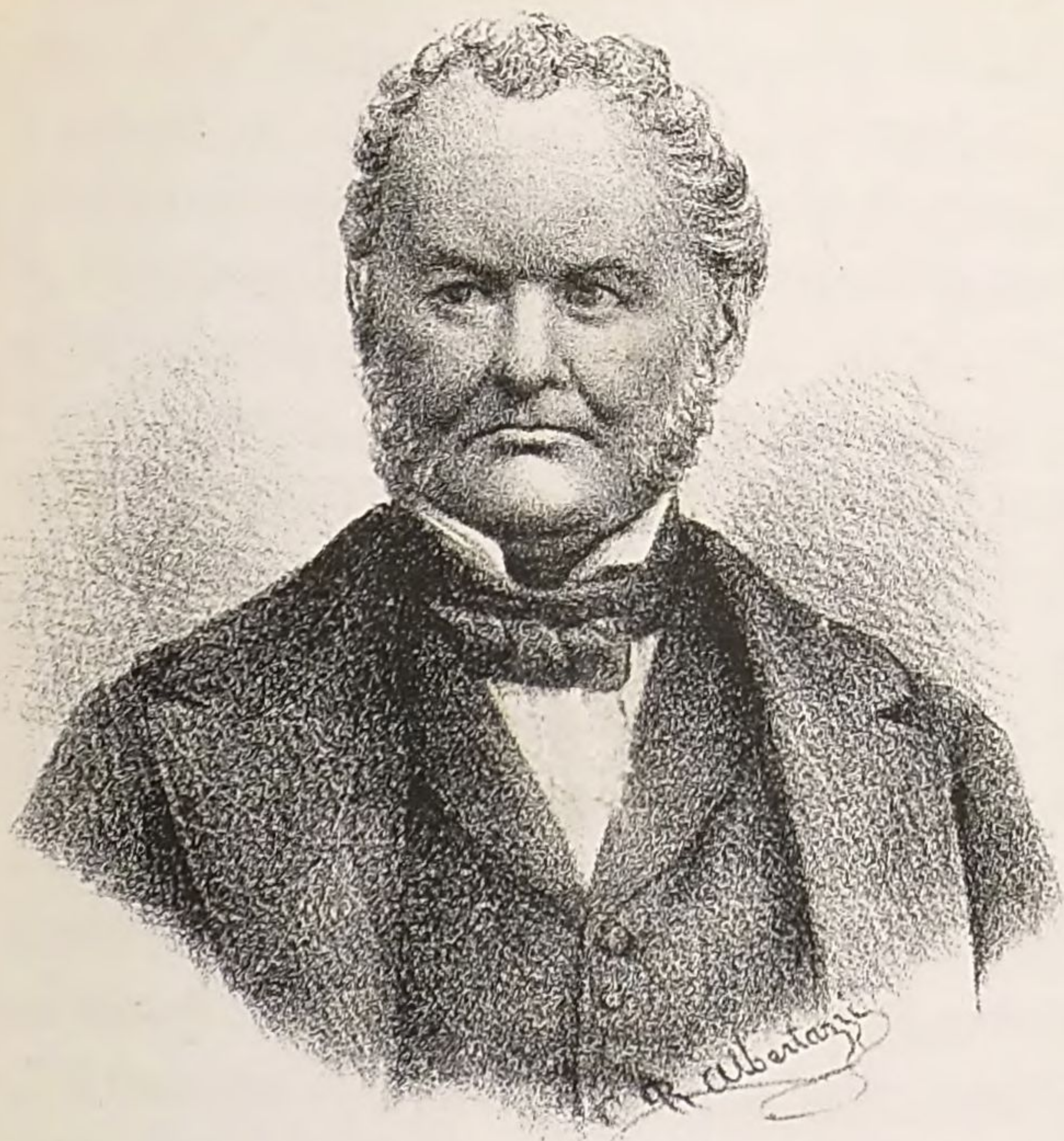
Few natives of the U. States have found a home in Spanish America. Nevertheless the greatest engineering works in this continent have been carried out by the late Mr. Wheelwright and the present railway king of Peru, Mr. Meiggs, both North Americans. Mr. Wheelwright's enterprises have been of the greatest practical utility; while those of Mr. Meiggs are of more daring execution and prodigious outlay. It may be said that neither of these men has a right to figure in the present work, as they were not Englishmen: for this reason I had at first intended to place them in the appendix, but on second consideration I feel assured the reader will readily

concede the right of a separate chapter for our American cousins.

William Wheelwright was descended from one of the old Puritan families that left England in the May Flower, in the 17th century. He was born in 1798 at Newbury Port, Massachusetts; the State which gave birth also to Webster, Longfellow, Franklin and Peabody. Mr. Wheelwright was a school-fellow of Mr. Peabody, with whom he kept up friendship through life.

In 1823 (having embraced a seafaring life at 12 years of age) he was master of a schooner, which was wrecked near Cape Corrientes while trying to reach the port of Ensenada. Having determined to try his fortune on the West Coast, he proceeded to Valparaiso and Guayaquil, and established a trading schooner from Panama to Valparaiso. The U. States Government soon after appointed him Consul at Guayaquil. In 1829 the rising importance of Valparaiso induced him to move his head-quarters thither. He laid buoys along the coast, and established machinery for distilling water at places where it was scarce. Then he introduced brick-making machines and other improvements.

All this time his great idea was to connect the Pacific with Europe by means of a line of steamers. He was strongly in favor of cutting the Isthmus of Panama, but nobody believed it practicable, for Lesseps had not yet cut the Isthmus of Suez; so his



thoughts turned to the almost unexplored Straits of Magellan. So insane did his project appear that an English Minister ordered his servants never to admit that 'madman Wheelwright.' It is pleasant to know that another English Minister wrote strenuously in support of his scheme and Wheelwright never forgot it. On the day when young N. completed his 19th year Wheelwright sent his father a cheque for 5,000*l.* to buy him a commission in the Guards, as a souvenir of old associations.

He was more than five years preaching his project, from 1835 to 1840. Meetings were held from time to time at Lima and Valparaiso. The first step was the concession by the Chilian Government, in Aug. 1835, after which he crossed the Andes and in 1837 obtained a concession from the President of Ecuador; but the Government of Panamá refused his petition for permission to make a railway across the Isthmus, as granted 7 years later to Biddle and Aspinwall.

He made his first visit to England in 1838, being then 40 years of age, a man of ready and winning address, and full of the greatness of his enterprise. He shewed his plans and concessions to the wealthy merchants of London and Glasgow, and the scheme made such a noise that the *Times* (Feb. 6th, 1838) said Mr Wheelwright's scheme deserved the best protection at the hands of H. M. Government, since it would reduce the distance between England and the Pacific from 120 days to 40, and bring Aus-

tralia much nearer the British crown. At the same time the *Morning Post*, *Money-Market News* and *Railway Times* predicted the most splendid success for the scheme. The proposed capital was 250,000*l.* sterling in shares of 50*l.* sterling each : the first meeting was held at Sir Edward Parry's office, London, on April 1st 1840. So quickly was the business pushed forward that four steamers, averaging 200 tons each, were built at Bristol without delay, and Mr. Wheelwright entered the port of Valparaiso on Oct. 16th 1840 aboard the *Chile*, amid the acclamations of the citizens, ringing of bells, and salutes of artillery.

The *Chile* was accompanied by the sister-ship *Peru*; they were 180 feet long and 30 beam, with accommodation for 150 passengers and 300 tons of cargo. He received a public testimonial from the Foreign Ministers and Consuls at Lima in 1841, and a similar one at Valparaiso in February 1842.

Having turned his attention to coal-fields, he succeeded in finding good coal at Talcahuano. In 1850 he brought out from the United-States the brothers Allan and Alexander Campbell, and began the railway from Caldera to the Copiapo silver mines; this was the first railway made in South America.

He next sent his engineers to make surveys for a railway from Valparaiso to Santiago, but the Government refused to grant the concession, alleging it was an impossible undertaking! He had already sent Messrs. Campbell to survey a railway from Ro-

sario to Córdoba, and Messrs. Rolfe, Flint and Hudson to examine the best passes over the Andes for prolonging the Copiapo line to the Argentine Republic.

In 1863 he presented his plans to the British Social Science Association, shewing that the best pass over the Andes was from Caldera to Fiambalà, a distance of 322 miles, the highest point being only 5,764 feet over sea-level. The Chilian Government again refusing this concession as chimerical, obliged Wheelwright to transfer his scene of labors in 1863 to the River Plate. Proceeding to London he prevailed on Messrs. Brassey, Wythes and other capitalists to form a company with a capital of 1,600,000*l.* sterling to construct a railway from Rosario to Córdoba. The concession was signed by Congress at Buenos Aires in May 1863. Wheelwright opened the line to Córdoba in May 1870, having suffered frequent obstacles during the Paraguayan war. His last work was the railway and port of Ensenada, and when inaugurating the station at Quilmes, he said, "I come to repay you the kindness I experienced from your grandfathers when I was wrecked here 50 years ago." He lived long enough to complete the line to Ensenada, and the mole at Punta Lara. This done he went to England, and died a few weeks after landing.

In manners he was unaffected and prepossessing, and used to tell his numberless adventures and eventful career with no less modesty than humor. He had

been twice wrecked, three times robbed by brigands and left for dead, and was for many years of his life regarded even by his friends as a lunatic. His charities were princely. On the outbreak of the American war he waited on the U. States Minister at Buenos Aires and said:—"Sir, many persons take me for an Englishman, as I am in a great measure; but I never forget that I was born in United States, and here is a cheque for 1,000*l.* sterling for the relief of the wounded." He was no less generous to the Bishop of Córdoba when the line was completed to that city. He died at his residence, Gloucester Gate, London, on 26th September 1873, and his remains were conveyed to Newbury Port, to commingle with those of his Puritan ancestors.

By his will he left one-fifth of his property for the creation and endowment of a school of science in his native State, besides other bequests.

Mr. Wheelwright used to take great pride in the success of the Pacific Steam Navigation Co., and boast that it possessed the largest fleet of merchant steamers in the world, counting 20 of the most superb vessels afloat, and making weekly trips each way, from England and Peru. Such was the issue of the company launched by him in London in 1840. He left a fortune of 150,000*l.* sterling between his wife and daughter; his only son died in 1863. The republics of Chile, Perú and Ecuador caused a bust of Mr. Wheelwright to be placed in each of the Chambers of Com-

merce at Valparaiso, Callao, Guayaquil and other ports, in recognition of his services; and in February 1877 a statue was erected to him in front of the Valparaiso Custom-house, Mr. M. Clark delivering an eloquent oration in presence of the assembled citizens.

The railways recently constructed in Peru by Mr. Meiggs are said to represent a cost of some 20 millions sterling. The following sketch from the *Daily News* conveys an adequate idea of Mr. Meiggs and his colossal undertakings:—

The life of Henry Meiggs, “the South American Railway King,” is a romance. Thirty years ago he was a respectable citizen of New York, best known as a patron of music. He went to California in the early days of the gold excitement, and made a fortune there, by trading. He became a dealer in “lumber,” having saw mills in the back country and establishments in the city of San Francisco. Great quantities of heavy planking were used there as the city began to grow; it was employed instead of pavement. One morning, in 1854, Meiggs was missing. He had gone aboard a schooner of his own, with his whole family, and sailed for South America. He left behind about a million dollars of liabilities. There was, of course, a panic and a series of failures, lasting two years, in the course of which all the lumber dealers in San Francisco went down.

Meanwhile the fugitive, when the world next heard

of him, was one of the richest men of Peru. He had engaged, among other things, in improving the city of Lima, and all that he touched prospered. The city was surrounded by a ruined 'adobe' wall and a huge mound of filth and rubbish. Meiggs cleared all this away, receiving from the Government a certain amount of the land redeemed. In place of the old wall and dust heap he created a park, seven and a half miles in extent, with avenues and shrubbery, and on either side remained valuable building lots, of which he found himself the fortunate possessor. Then he began to build railways for the Peruvian Government, and thus was growing richer and richer. He paid his debts in San Francisco. He made such honest reparation that the Legislature of California passed a special Act in his favor. Now he has formed a company of Americans and Peruvians to complete the railways; engines, waggons and other materials have been purchased in the U. States; and engineers and contractors are going out to Peru at once. Meiggs has already completed four railways, at a cost of about 55,000,000 dollars, and his present plans embrace three more, all of which are under way. The most important is the great road which begins at Callao, climbs across the Andes, and reaches the navigable waters of one of the head streams of the Amazon. During the first 46 miles the line climbs up 5,000 feet. In the next 60 miles it mounts 10,000 feet more. It winds along the edge of precipices; it leaps from cliff

to cliff by bridges that seem to hang in the air; it pierces the mountains by a series of 63 tunnels at the average of two miles apart; and at the summit, 15,645 feet above the sea, it cuts through the rock by a tunnel of nearly 4,000 feet. The iron viaduct of Agua de Verrugas springs 576 feet across a chasm 253 feet deep. After ascending a grade of 105 to 211 feet to the mile for 23 miles, the line reaches the chasm of La Infernilla, a fissure 2,000 feet deep, with sides as smooth as mason work, and the torrent of the River Rimac at the bottom. The railway crosses this gorge 200 feet above the river by a bridge opening into a tunnel at each end. In driving these tunnels the workmen were lowered by ropes from the top of the cliff, and hanging in that way they hammered at the face of the rock until they had cut themselves standing room. At the distance of 220 miles from Callao the railway will reach the famous silver mine of Cerro de Pasco, one of the richest in the world, now neglected, but supposed to contain 600,000,000 dollars worth of ore. Meiggs is to perforate this silver mountain with a great tunnel to drain off the water, and then to have the exclusive privilege of working the mines.

Colonel Church, contractor for the Mamoré and Madeira Railway, is also an American. He was for some years a civil engineer at Buenos Aires, till the outbreak of the American War in 1861, when he embraced the career of arms. Subsequently he for-

med the project of opening up trade from Bolivia to the Amazon by a railway to the Madeira river; but the scheme is in abeyance owing to pecuniary difficulties in which the republic of Bolivia is involved. Col. Church has now entered on another great enterprise, the working of salt-petre deposits on the coasts of Patagonia, for which he presented a petition to the Congress at Buenos Aires in June 1877.

The brothers Delano, William and Paul, were Americans, who came to Chile very young and entered the naval service before Lord Cochrane's arrival. After several years they retired, and embarked in commercial life, one at Valparaiso, the other at Concepcion. The latter, William Delano, died in March 1877, leaving an immense fortune for his brother. The southern provinces of Chile were much indebted to him for their development, as he actively promoted the coal-mines of Lota, erected the best flour-mills in the country, and established the first cloth-factory and glass-works in the Republic. Paul Delano is still living, and resides at Valparaiso with his family.

William Aspinwall constructed the Panama Railway, which was begun in 1849 and concluded in 1855, having cost 1,600,000*l.* sterling, and the lives of thousands of navvies, who died of Chagres fever. It was said every sleeper stood for the life of a workman. The enterprise proved one of the most lucrative in this Continent.

The names of two American 'savans' claim a place of honor in these pages, viz. the naturalist Agassiz and the astronomer Gould. The former was only an American by adoption, being a native of Switzerland, but his two expeditions to Brazil (1863) and other parts of South America (1869) were at the expense and for the benefit of scientific institutions in the United States.

Dr. Benjamin Apthorp Gould was born at Boston, Sept. 1824; graduated at Harvard College in 1844, and at Gottingen in 1848. He edited the *Astronomical Journal* for some years and contributed to the *New York Quarterly*, the *American Journal of Science* and other valuable publications. In 1869 he accepted the invitation of the Argentine Government to establish an Observatory at Córdoba; and so great interest was felt in the work that Dr. Gould received the most friendly co-operation from various Observatories in Europe and other parts of the world; some lending astronomical instruments, others making similar presents. In 1871 the Córdoba Observatory began working, and in 1876 the *Uranometria Argentina* was completed, comprising 85,000 stars, in 1700 maps; one-third of which stars were previously unknown to the world of science. In order to make arrangements for publishing this great work Dr. Gould was authorized to proceed to the United States, where he delivered at the same time some interesting lectures on the Argentine heavens. These he described as much

more brilliant those of the northern hemisphere, the number of stars visible at Córdoba to the naked eye being about 7,200, or 1,200 more than in Europe. Dr. Gould was ably assisted in the *Uranometria* during 5 years, by Mr. John M. Thone, another North American, who is at present superintending the proofs of the maps at New York, since Dr. Gould's return to Córdoba. The *Uranometria* is published at the expense of the Argentine Government, and its appearance, probably early in 1878, is anxiously expected by the learned institutions of all countries. Dr. Gould has also established a Meteorological Department, with correspondents in all the provinces.

Among the earliest American settlers in Buenos Ayres were two named Halsey and Thorndyke: the former remarkable for having imported the first fine sheep into the River Plate; but most of his valuable flock perished a few years later in a camp fire. Mr. Thorndyke introduced ornamental trees and plants from various parts of the world, establishing a kind of nursery where Mr. Hale's quinta now stands, near the Recoleta.

Mr. Edward A. Hopkins, son of Bishop Hopkins of Vermont, established the first steamer between Paraguay and Buenos Aires in 1853. He introduced the first machinery into Paraguay, established a saw-mill and a tobacco factory, and acted as U.S. Consul at Asuncion. In 1867 he obtained a concession with Professor Carey for the first complete system of tele-

graphs through the Argentine Provinces. He was also the original concessionaire of the Northern railway of Buenos Aires, and has at present a project for a railway from Bolivia to the Paraná.

Capt. Page, who made the surveys of the Uruguay and Paraná, in 1853, in the U. S. steamer *Waterwitch*, was sent on a second expedition by the U. S. Government in 1859, when he explored the principal rivers of Matto Grosso. He commanded in 1871 an expedition for the steam-navigation of the Bermejo, for which the Argentine Government awarded a subsidy. His valuable work published by Harper Brothers of New York (2nd edition) in 1862 is very accurate and descriptive. Captain Page has since superintended the construction in England of some iron-clads and gunboats for the Argentine Government.

Mr. Marcus Williams of Maranham ascended the Amazon and explored the northern provinces of Brazil in 1845. He endowed the city of Maranham with gas-works, and carried on extensive business in that city, as well as at Pará. He died at Maranham Feb. 15th 1870.

The first U. States Minister to the River Plate was the Hon. Cesar Rodney who came in the frigate *Congress*, Dec. 1823: he died suddenly on June 10th of the following year, and was interred with great honors. Rivadavia delivered an eloquent speech over the grave, and the Government of Buenos Aires or-

dered him a monument at expense of the State. He was succeeded by Hon. John Murray Forbes, who also died in Buenos Aires, June 18th 1831. A third U. S. Minister also died here, in 1867, namely Gen. Asboth, a celebrated Hungarian patriot who had become an American citizen. Mr. Washburn, who was U. S. Minister to Paraguay during the war of 1865-70, has published an interesting history of that country.

Colonel King, author of "24 years in the Argentine Republic," was a native of New-York, who ran away from home at 14 years of age and shipped aboard a brig called the Wycoona (1817) bound for Buenos Aires with arms and volunteers for the patriot service. Being considered too young he was turned adrift in Buenos Aires, and obtained employment in a Frenchman's shop, which he left some time later to join the army of Independence as an ensign. He saw much hard service in the Peruvian campaign, and had attained the rank of Colonel, when he returned to Buenos Aires, in 1829, married a woman of fortune, and settled down as a merchant. His book is full of the atrocities of Rosas: after his wife's death in 1841, he returned to the United States.

Lieutenants Herndon and Gibbon U. S. N. made surveys and explorations in the Amazon and Bolivia for the American Government, in 1851-52, which were published at Washington two years later.

Lieut. Herndon was brother-in-law of Captain Maury, and served 3 years under him at the Washington Observatory previous to the expedition of 1851. He started from Lima, traversed the Peruvian Andes to Huallaga, from which point he descended 700 miles by canoe to the Amazon. He was accompanied as far as Tarma by Lieut. Lardner Gibbon, who proceeded to explore the territory of Bolivia. Lieutenant Herndon was lost at sea in Sept. 1857.

Lieutenant John M. Gillis U. S. N. made astronomical observations for the American Government along the West Coast in 1849, and ascertained the altitude of several peaks of the Cordillera, as well as the longitude of the principal places in Chile and Peru.

Messrs. Kidder and Fletcher travelled through a great portion of the Brazilian Empire, and on their return to the U. States published at Philadelphia, in 1857, a work entitled "Brazil and the Brazilians," with numerous illustrations.

Several other Americans have published interesting books on various parts of this continent. The latest has been Mr. E. G. Squier, U. States Commissioner to Peru, whose work on that country has just appeared (1877).

In Aug. 1873 a remarkable expedition was undertaken by Capt. Greenleaf Cilley, formerly of the U. States navy, to explore that portion of the Gran Chaco between the Rio Paraguay and the Bolivian

province of Santa Cruz de la Sierra. His father-in-law, Mr. Luis Vernet, had purchased some years before the concession known as the Oliden Grant, covering an area of 6,000 square miles, ceded by the Bolivian Government for colonization. Capt. Cilley was accompanied by 3 tame Indians, as also by two Scotchmen and an Irishman, in two canoes. Starting from the mouth of the Otuquis, which debouches into the Paraguay 35 miles below Fort Coimbra, he pushed forward resolutely in the face of untold hardships, and after a tedious navigation of several weeks, during which he and his comrades subsisted for a time on fish, game and snakes, he left the canoes, proceeded overland, and safely reached Santa Cruz by end of the year. He proposed to open a road and fluvial communication between Santa Cruz and the Paraguay, but civil war in Bolivia frustrated such a project.

Mr. Leavens, a Canadian, in company with an American capitalist, was the first to erect steam-mills on the Amazon and Tocantins in 1840.

Captain Hunter Davison, head of the Argentine torpedo-department, saw much service during the civil war in the U. States, and enjoys a high reputation in his profession.

CAP. XL.

***PUBLIC MEN OF ENGLISH
DESCENT.***

Benjamin Vicuña MacKenna, grandson of General MacKenna, is one of the most eminent statesmen and historians of South America. He was born at Santiago in 1831, and having taken part in the revolution of 1851 was banished from Chile. He travelled in 1852 through the U. States, Mexico and Canada, and going to England studied for 12 months at the Agricultural College, Cirencester, after which he made a tour of the European Continent. On his return to Chile in 1855 he published "Three years of travel" and an essay on Agriculture. Two years later appeared his first historical work, the 'banish-

ment of Carreras.' In 1858 he was again exiled by the Chilian Government, and proceeded to England, but soon after went to Spain, and having patiently studied the archives of San Ildefonso he published the life of Diego Almagro, conqueror of Chile. From Spain he returned to South America and settled at Lima, where he produced the Life of O'Higgins and some historical works on Peru. At his own request he was tried on his return to Valparaiso and honorably acquitted. For some time he conducted the *Mercurio* of Valparaiso, finding leisure also to write the biographies of Montt and Portales. He sat as Deputy for Valdivia and Talca, and was made secretary of the Chamber. On the outbreak of the war with Spain he was sent, in 1865, as confidential agent to the U. States, to provoke public opinion in favor of Chile, and addressed thousands of hearers at the Cooper Institute and other places. His more recent publications have been: History of Santiago, 2 vols., History of Valparaiso 2 vols., History of Chile compiled from many writers, 3 vols., and numerous volumes of miscellaneous essays, chiefly on public instruction, agriculture and immigration. In 1870 he made a short trip to Europe, and wrote a series of letters on the Franco German war, besides copying at Seville fifty volumes of Archives of Spanish America, and purchasing at Valencia the valuable collection of Padre Rosales on Chilian annals, which work is now being published with great success at Valparaiso.

In March 1872 he was named Intendente of Santiago, which office he filled with such energy that in 3 years he completely transformed the appearance of the Chilian capital. He created a people's park called Santa Lucia, constructed new boulevards and promenades, embellished the city with public monuments, plazas, theatres, &c., improved the prison administration, gave employment to vagrant boys, and introduced so many reforms that no man ever retired from office enjoying greater popularity. In 1876 he was put forward as candidate for the Presidency of the Republic, but as the country was threatened with civil war he retired from the contest.

Dalmacio Velez Sarsfield was equally distinguished as a lawyer and a politician during a career of nearly 50 years at Buenos Aires. He was born at Córdoba in 1798, being probably descended from one of the prisoners of Mac Namara's expedition in 1765. He graduated as Doctor of Laws at the Córdoba University in 1823, but seeing more room for his ambition at Buenos Aires he shortly removed to the capital. His talents and eloquence were not slow to open up for him a brilliant position, and as he readily accommodated himself to every change in the political world it came to pass that he held office as Cabinet Minister under a dozen different administrations, including Rosas, Alsina, Mitre, Sarmiento, &c.—until his retirement into private life in 1872. His name will long be remembered for his reform of the Prov-

incial Bank of Buenos Aires, in 1853; his compiling the Argentine Criminal Code, 1870, for which Congress awarded him the sum of 100,000 hard dollars; and his zeal as Minister of Interior (1868-72) in constructing several lines of railway and 5,000 miles of telegraphs throughout the Republic. His last public act was to open for traffic the Rio Cuarto Railway in November 1873, when he re-visited Córdoba after an absence of 46 years. He died in April 1875, and was honored with a grand funeral, ex-President Sarmiento making the valedictory oration over the grave. Dr. Sarsfield was a man of great humor, and realized a large fortune at the bar.

Dr. William Rawson, whose fluency as a parliamentary debater has won for him the surname of the Argentine O'Connell, is son of an American physician who settled early in the present century at San Juan, in which city this distinguished statesman was born about the epoch of Independence (1816). Having studied medicine at the University of Buenos Aires he passed so brilliant an examination in 1845 that he merited a special vote of applause by the Faculty. After the fall of Rosas (1852) he entered the sphere of politics as Deputy at Paraná, and when the seat of Government was transferred to Buenos Aires he was elected Senator in the Congress of the united provinces. On Gen. Mitre's election as President of the Republic he appointed Dr. Rawson as Minister of Interior, in 1863, which office he discharg-

ed with consummate ability, especially in the promotion of railways and like enterprises. He zealously supported Mr. Wheelwright in the Central Argentine and Ensenada railways, founded the Welsh colony in Patagonia, and on his conclusion of official life in 1868 he retired with general esteem and an unblemished reputation. His writings on sanitary statistics are of great importance, touching the health of Buenos Aires. He was sent by the Argentine Government as the representative at the Medical Congress of Philadelphia, in 1876; the thesis read by him on the occasion elicited the warmest admiration of his colleagues.

Blest Gana: there are 3 brothers of this name, sons of Dr. William Blest, native of Sligo and Senator of Chile, who married a Chilean lady named Gana. William Blest Gana was born at Santiago in 1829, and published a volume of poems in 1854, during his banishment to Europe by President Montt. His dramas of Lorenzo Garcia and Almagro have been performed with some success. He was for some years Chilean Plenipotentiary to the Argentine Republic and Brazil, and is at present Intendente of San Felipe, Chile. He is an accomplished linguist and scholar, and married to an English lady. Albert Blest Gana is two years younger than the preceding, and was sent to Europe by the Chilean Government to study arms, but on his return preferred a political career and was made Intendente of Colchagua. He was

subsequently sent to Paris as Secretary of Legation, and published *Martin Rivas*, *Juan de Arias* and other novels which are highly spoken of in Chile. He is at present Envoy Extraordinary to the courts of Paris and London. The third brother is Joachim Blest Gana, born in 1832, who is reputed one of the ablest lawyers in Chile, and was many years editor of the *Revista*, the *Correo* and other journals. In 1853 he obtained the University gold medal for an essay on "law of evidence," and was appointed Secretary of Legation at Quito. He was called to the bar at Santiago in 1855, elected to the Chamber of Deputies in 1864, and appointed Minister of Instruction in 1866; which last post he held till 1871. He aided in compiling the Judicial Code, and was for a time Assistant Attorney General. His last public office has been Chairman of the House of Deputies. He is an uncompromising opponent of the Catholic party; his father being descended of an old Protestant family in Ireland.

Charles Walker Martinez, born at Valparaiso in 1842, is a well-known writer and diplomatist. He was a student in the University of Santiago when the war with Spain broke out in 1866, whereupon he threw aside his law books and enrolled himself as a volunteer in the navy. After the war he proceeded to Bolivia as Secretary of Legation, and some time later was elected to Congress for the department of Ballenar. He became secretary of the House of Depu-

ties in 1870, and took out his degree as lawyer; after which he made a trip to Europe and U. States. He has published 3 volumes of poems and romances, besides a drama called Manuel Rodriguez, and is now giving to the press a biography of Diego Portales. He has been for 3 years Plenipotentiary to Bolivia, where his talents as a diplomatist have earned him much regard, especially since his conclusion of the troublesome question of limits with Chile.

John Dillon, Commissioner General of Immigration in the Argentine Republic, is son of an Irish gentleman of the same name, who came to B. Ayres in 1807, and established a saladero at Montevideo, as well as a flotilla of schooners for river traffic. He was the first to start a brewery in B. Ayres, for which purpose he brought out workmen and machinery from Europe. During the war of Independence he lent his vessels free of charge to the patriot Government, and was allowed all the privileges usually reserved at that time to native citizens. He was greatly esteemed by all classes, and died in 1826, leaving 2 sons, Col. Gregory Dillon and the present Commissioner. Col. Dillon served in the campaigns against Rosas from 1840 till 1852, and afterwards in the war with Paraguay, as Lieut. Col. of artillery. Commissioner Dillon was brought up to the medical profession; became Prefect of Moron after the fall of Rosas; built the church, schools and town hall of Merlo; served as Deputy of Legislature; was secre-

tary to the Minister of War in the campaign of Pavon; sat on the Board of Health for Buenos Aires; was Military Commander of Moron and 6 other departments in 1874, after which he was appointed Commissioner of Immigration. In this last capacity he has taken a prominent part in the new Homestead Law, and promoted the establishment of several agricultural colonies in various parts of the Republic. He has not forgotten the language or sympathies of his ancestors, but preserves all the manners of an English gentleman, and gives a double welcome to newcomers from the U. Kingdom. His father seems to have been from the West of Ireland, where Lord Roscommon and many other Dillon families own large estates.

Augustine Edwards, the famous banker of Valparaiso, one of the most enterprising men on this continent, is second son of the late Dr. Edwards, an English physician of Serena, in which town he was born in 1816. He had hardly left school when he commenced life as a merchant and banker, especially turning his attention to mining interests. In order to have a wider field of action he removed in 1850 to Valparaiso, where he started the banking house of Edwards and Co., now the oldest in Chile. Other banks soon followed: in this manner Edwards may be regarded as the founder of banking in Chile. A few years later he joined other capitalists in founding the bank of Bolivia, and later on the Bank of San

Juan, in the Argentine Republic. He also established branch banks of Edwards and Co., at Copiapo and Antofagasta, chiefly for the purchase of minerals in those districts. In 1851 he joined Mr. Wheelwright to make the Copiapo Railway, in which enterprise he held at one time 140,000*l.* sterling in shares. His actual fortune is estimated at 5,000,000*l.* sterling. He has more than once refused the post of Finance Minister, and several times declined to sit as Deputy in Congress. He is of retiring disposition, but always ready to help any useful enterprise. He contributed largely to Mr. Clark's surveys for a Transandine Railway.

Admiral Williams Rebolledo is son of Capt. Williams, an Englishman who served under Cochrane. He was born in 1826, at Curacavi, near Santiago, and at an early age entered the Chilian navy. When the war broke out with Spain in 1865 he was commander of the corvette *Esmeralda*, and on Nov. 26th of that year performed the brilliant action of the capture of the Spanish war-steamer *Covadonga*, which occurred off Papudo, some 40 miles from Valparaiso. The fight lasted but 20 minutes, when some of the Spanish guns were dismounted and the gunners killed by the fire from the *Esmeralda*, obliging the Spanish commander to haul down his flag and present his sword to the captain of the *Esmeralda*. The *Covadonga* had two swivel guns, 32 and 68 pounders; she is now a vessel of the Chilian navy. The loss of this

vessel caused the Spanish Admiral to commit suicide, and encouraged Chile and Peru in their successful resistance against the Spaniards. Admiral Williams is one of the Deputies in the Chilian Congress.

James Lindsay, for some time Chilian Plenipotentiary in Bolivia, was born at Santiago in 1825. He began life as a journalist and gained much popularity by his writings. He is at present Deputy to Congress and is best known by his valuable labors as Chief of the Statistical Department of Chile.

John Thompson, born at Buenos Aires about 1820, was one of the most polished S. American writers of his day, and served for some years as Argentine Consul General at Montevideo and afterwards at Barcelona, in which latter city he died in 1873.

Richard O'Shee, president of the Chamber of Commerce in Buenos Ayres, was born at Seville, being descended of a noble Irish family banished by William III. He has been for forty years connected with the trade of South America and River Plate.

George Huneus is son of an English merchant, recently deceased in Chile, who settled there many years ago. He is one of the most erudite lawyers in S. America and has more than once refused the post of Minister of Instruction and Justice. He is a ready debater in Congress, and profesor of Common Law in the University. In 1870 he acted as Chilian Plenipotentiary in concluding a treaty of commerce with the Austrian Envoy, Admiral Petz, for which

the Emperor Francis Joseph sent him the decoration of the Iron Crown.

George Isaacs, poet and novelist, was born at Cali, New Granadà in 1837, and published his first poems at Bogotá in 1864. He was elected Deputy in 1868, and appointed Secretary to the Columbian Congress. He has been for some years Consul General for New Grenada at Valparaiso. His novel of Maria has been reproduced in various parts of South America and is much admired.

Anthony Smith Irisarri, the best landscape painter that Chile has produced, began his studies at the Academy of Art, Santiago, in 1854, and afterwards proceeded to Florence, where he became a pupil of Carlos Marco. Returning to Chile in 1866 his landscapes became very popular and took the prize at the Exhibition of 1872. His "virgin-forest by moonlight" and other pieces reveal poetic sentiment, and he is now forming a school of Chilian art.

Henry O'Gorman, for some years Chief of Police in Buenos Ayres, and now Governor of the Penitentiary, is descended of an Irish family which came to Buenos Ayres in the last century. His brother, Canon O'Gorman, is one of the dignitaries of the archdiocese, and Director of the Boys Reformatory.

Dr. Edward Wilde, editor of the *Republica* of B. Ayres, was born in Bolivia, in 1844. At an early age he began to write for the Press, and was afterwards official doctor for the port of Buenos Ayres.

He acted as Argentine representative at the Sanitary Convention of Montevideo in 1873, and has sat for some years as Deputy in Congress.

Dr. James O'Phelan, bishop of Ayacucho, was born in 1774, and educated at the college of S. Carlos in Peru. He was for some years Curate of Pasco, where he re built the Cathedral, and earned a reputation of learning and charity that endeared him to everyone. He died Bishop of Ayacucho in 1857.

Henry Cood, professor of Civil Law, is esteemed one of the foremost jurisconsults of the West Coast. He is son of an old English resident, and was born in 1826. He was for a period Under-Secretary for Foreign Affairs, and has sat over 10 years in the Chilian Congress. He is one of the heads of the Chilian University, and among the founders of the Academy of Belles Lettres at Santiago.

Nathaniel Cox, son of the late Dr. Cox of Valparaiso, is well-known for his explorations in Patagonia. In 1859 he made his first journey over the Andes from Port Montt to Lake Nahuel-Huapi. In 1862 he made a second expedition with 18 assistants, and descended the Rio Negro to the rapids of Villarino, where his boat capsized and he was made prisoner by the Indians, but he afterwards procured his liberty by ransom. He is now a farmer in the south of Chile.

Major Francis A. Wright, who commanded a battalion of Civic Guards under Rosas, was obliged af-

terwards to escape to Montevideo, where he published some historical works, such as the life of Colonel Brandzen. He died poor, in B. Ayres, about 1868.

James McGill is a Peruvian sculptor, chiefly known for his statues of Napoleon III and Emperor William.

Lieut.-Col. Donovan, son of the late Dr. Donovan of Buenos Ayres, is at present in command of one of the sections of the new Indian frontier. His promotion has been very rapid, as he is only 30 years of age.

Alexander McKinnon, lately Minister for Uruguay in London, is grandson of a Scotch merchant who was banished from Naples by the influence of Lady Temple, and came to the River Plate. Mr. McKinnon before his mission to London was director of Public Works at Montevideo, and also took much interest in scientific pursuits.

John Jackson, one of the leading capitalists in the River Plate, is at present constructing docks at his own expense in the port of Montevideo. He has built and endowed a female orphanage at Paso Molino, near the city, which is under charge of the French Sisters of Charity. Attached to it is a Gothic chapel in the most florid style, also built by him. He was educated at Stonyhurst, and is owner of immense estancias, besides blocks of houses in the city. He has more than once refused the post of Finance Minister.

Duncan Stewart, son of a Scotch merchant of the

same name who came to Buenos Aires in 1826, has been Cabinet Minister at Montevideo, and is at present Inspector of Customs.

Governor Todd of Salta, who ruled that province for some years, was said to be son of a Scotch soldier of Beresford's expedition, and is still living. Governor O'Mill of Catamarca was also reputed of English descent; as well as Deputy O'Carol, of Rioja.

President John B. Gill of Paraguay, who was assassinated in March 1877, used to say that his grandfather was a Scotchman; his features clearly spoke of northern origin.

Capt. Henry Simpson, eldest son of Admiral Simpson, is commander of the Chilian iron clad Lord Cochrane; he, like most of his fellow-officers, having served in his youth in the British Navy. Lieutenant William Simpson, brother of the preceding, is officer on board the other Chilian iron-clad, Admiral Blanco: he studied much concerning torpedoes, in England; and both brothers are reputed very expert in artillery.

CAP. XLI.

THE SCOTCH IN B. AYRES.

“ In energy, intellect, perseverance and all that
“ go to make up national prosperity the Scotch
“ have never been surpassed.”

Macaulay.

Most of the early British merchants in the River Plate were Scotchmen, and the first public banquet mentioned at Buenos Ayres was that on St. Andrew's day (Nov. 30th) 1824, at Faunch's hotel, as reported in the official *Gaceta Mercantil* of the period. These annual Scottish banquets were kept up until 1835; on more than one occasion the Governor and Ministers were present.

Messrs. Robertson's colony of Monte Grande, founded in 1825, marks the most notable epoch in the

Scotch community of Buenos Aires, laying the foundation for one of the most prosperous colonies of British subjects at present existing in any part of the world. About 300 men, women and children were brought out from Scotland, and established at Monte Grande, 15 miles from the city. Messrs. Robertson built a superb mansion on the adjoining farm of Sta. Catalina, the grounds whereof were tastefully planted and laid out by Mr. Tweedie, who had been ornamental gardener to a nobleman in Scotland. At first the colony prospered, but the war with Brazil ruined the Robertsons, and caused the break-up of the settlement. An official report in May 1828, some months before the dissolution, contains the following particulars :—

“This progressive and interesting society contains 326 inhabitants, including 85 children. It is only 3 years since their arrival, and they have already 3,188 acres (say half a square league) fenced and ploughed, under crops and plantations; besides 12,812 acres (or two square leagues) for grazing their cattle.

“They have built 78 houses, of which 31 are of brick: the houses are neat and substantial, with six or seven apartments each, commanding a fine prospect over the surrounding Pampas. It would be difficult to find any part of the country better adapted for a colony.

“The industry of the colonists is truly praiseworthy,

and this little community preserve all the sober and moral habits of their own country. Butter and cheese are exclusively supplied to Buenos Ayres from this colony, and the recent large crop of maize (11,600 bushels) has had the effect of keeping the price of this article low in the market.

“Mr. Tweedie has invented an ingenious machine for clearing off the thistles; it is so effective that the national emblem of Scotland can scarcely be any longer seen. The farmstock comprises 2,757 cows and oxen, and 990 sheep of native and English breeds. The Tala hedge is an immense improvement, and protects farming operations, being quite impervious after 3 years, and equally remarkable for utility, cheapness and beauty.

“In the incipient village there is a mill, which promises great advantages, for grinding the Indian corn. Besides the Scotch community of 326 souls Messrs. Robertson have 188 natives, between men, women and children, employed on the farm.

“We have already alluded to the moral excellence of the colonists, who live in perfect harmony among themselves and on the best terms with their native neighbors. The proprietors of the colony always found the members of it reasonable and contented, and feel every confidence in ultimate and entire success.”

Some of the colonists lingered about the place after the break-up, until the Lavalle revolution completed

the ruin. Many of those who came into the city became in time prosperous merchants; others bought estancias, and their sons are to-day lords of the soil, possessing thousands of acres of the richest pasture lands, stocked with hundreds of thousands of sheep and cattle.

The first Scotch clergyman who came out was Rev. William Brown, whose distinguished character and services call for a biographical sketch. He was born in 1800 at Lenchars, Fife, and sent at an early age to the University of St. Andrew's, where he gained the highest honors. He was a favorite pupil of Dr. James Hunter, United college, and finished his theological studies at the Aberdeen University. During 7 years as private tutor in a family of Banffshire he devoted himself to extensive reading. Having been licensed by the Presbytery of Banff he was advised by Dr. Chalmers to proceed to Buenos Ayres to found a mission among the Scotch colonists. He founded a chapel and school at Monte Grande in 1827, and removed two years later to the city, where no Scotch church was yet built. He vainly solicited aid from the British Government, until 1833, in which year he personally waited on Lord Palmerston and with the aid of Lord Glenelg obtained an annual pension for a Presbyterian Chaplain. The present church, in Calle Piedras, was erected in 1838 at a cost of 7,000*l.* sterling, with seats for 300 persons, and during the following 12 years Dr. Brown zeal-

ously attended to the spiritual cares of his congregation. The new church was struck by lightning on Feb. 18th 1843, the portico being destroyed, but it was immediately repaired.

A second Scotch mission had meantime been established beyond Quilmes, about 25 miles from town, in the centre of a district of Scottish farmers; where he held service at stated times at the estancia of Mr. James Brown: there was also service on some Sundays at Monte Grande, Doctor Brown attending to both. So much was he esteemed by his parishioners that on his retirement from Buenos Ayres in Dec. 1849, after 24 years of zealous pastorate, he was presented with a purse of 140*l.* sterling and a flattering testimonial bearing 110 signatures. The donors requested him on his return to Scotland to purchase some appropriate article, and cause to be inscribed on it these words:—

“Testimonial of esteem and gratitude from the Scotch Presbyterian congregation of Buenos Ayres to the Rev. Dr. William Brown, founder of the first Presbyterian institution in South America, and for the last 23 years the zealous, efficient and respected Minister of this Church. Buenos Ayres, December 14th 1849.”

Messrs. Patrick McLean and Gilbert Ramsay at the same time presented him with a flattering address, calling to mind that the church, the school-house and the congregational library were called into existence by his efforts. He replied in a most eloquent speech,

and exhorted his countrymen to give always a good example to the natives and to live in harmony with people of different creeds. The touching ceremony was closed with a psalm, Mr. Wilson leading the choir, and Dr. Brown was accompanied to the water-side by his friends and late parishioners. On arrival in Scotland he was made Professor of Divinity at St. Andrews, and this chair he held for the remaining 18 years of his life. The *Scotsman* says he was beloved by his pupils, and that his health broke down from domestic bereavements. He died in Aug. 1868 at the University of St. Andrews, where he had begun his studies fifty years before.

The growing prosperity of the Scotch estancieros had already begun to form one of the most promising features in B. Ayres, in spite of the Anglo-French blockade and the hostile relations between General Rosas and Great Britain. The Dictator had the good policy to protect British subjects in their lives and property, and Scotch farmers were steadily improving the race of sheep in this province. Foremost among his countrymen was John Hannah, a native of Ayrshire, who began life about 1828 as manager of the Sheridan estancia, devoting himself with zeal and intelligence to the refinement of sheep, by crossing the mestizo with the Negretti breed. In 1837 he purchased the Lagosta estancia, near Ranchos, which soon became known as one of the finest "cabañas" for prize rams in South America. In 1863 he built

the superb-mansion-house, at a cost of 8,000*l.* sterl., where he dispensed hospitalities on the baronial scale of the Middle Ages. He was beloved by all the country people for miles around, on account of his munificent generosity. He possessed an accurate knowledge of Spanish classics, and was moreover of gentlemanly and unassuming manners: "an honest man close-buttoned to the chin; broad-cloth without, and a warm heart within." He took much pride in improving his estate, which covered 35 square miles, and sold it in 1870 to Messrs. Shennan and Krabbe, retiring to his native country. He died on January 6th 1877 at Flower Bank, Minnigaff, Ayrshire, aged 75. The estate of Negretti has since been fenced and planted at great expense by Mr. Shennan, and is visited by English travellers of distinction as one of the show places in this continent. Mr. Shennan's breed of horses occupies a foremost rank at B. Ayres Cattle-Shows.

Another remarkably fine estancia is the Espartillar, purchased by the late Thomas Fair some fifty years ago, a few miles distant from Chascomus. Its area is 60 square miles, and it counts over 100,000 sheep and cattle. Where the mansion-house stands was the hut of the first settler, Barati, who had two pieces of cannon, in 1815, to defend the place against Indians. During the last twenty years the estate has been skilfully managed by Patrick V. Reid, who has taken prizes at various exhibitions for blood horses, Durham

cows, and Lincoln sheep. Some of the stallions sent out from England by Mr. Fair cost 1,000 guineas each. The estancia comprises forty 'puestos' or sheep stations, occupied by Scotch or Irish shepherds. The family of Fair also own the princely estates of Monte Grande near Buenos Ayres, and San Jorge in Banda Oriental.

The estancias of White and McClymont at Cañuelas are among the oldest and best arranged in the province, each covering about 30 square miles, fenced and planted in English style: they are famous for their breed of cows. The other most notable Scotch estancias are those of George Bell and Sons near Ensenada, of Mr. Lawrie at Jeppener, of Messrs. Dodds Brown and Graham near Chascomus, of John Davidson at Quilmes, of Gibson Brothers and Gilmour at Ajó, of Messrs. Grant at Azul, all of which represent a vast amount of capital and labor. There is a large number of Scotch land-owners in this province, whose lands and farming-stock make up at least a value of 500,000*l.* sterling.

Mention has already been made of John Tweedie, who laid out the plantations of Santa Catalina. He was born at Lanark in 1775, and at an early age was foreman of the Dalkeith Gardens, from which he was promoted to the Botanical Gardens at Edinburgh. In 1799 he was chosen to lay out the gardens of Castle Hill, Ayr, which task occupied him ten years, and was so well performed that he was select-

ed for a similar work at Dundrum. Having spent 7 years here he went at the request of Sir David Hunter Blair to Blairquhan Castle, which gardens he superintended until appointed to Eglinton Castle. His reputation as an ornamental gardener was now established, and he might have passed the remainder of his days (being already 50 years of age) comfortably in Scotland. But he had a longing to know the botanical treasures of South America, and therefore accepted the offer of Messrs. Robertson, and laid out the woods of Monte Grande and Santa Catalina. During many years he explored various parts of this country, from Bahia Blanca to Tucuman, from the Paraná to the Uruguay and Rio Negro, and the semi-tropical coast line of Brazil as high as Rio Janeyro. He kept up constant correspondence with Bonpland, Sir William Hooker, Dr. Gillies of Mendoza, Dr. Gordon of Cordoba and other scientific men. Most of the Botanical gardens of Great Britain and Ireland were enriched by his donations, including the Bouganvillea, the Bignonia Tweediana (or Tweedy trumpet-flower), the Verbena of the Pampas and many other species. He died in Buenos Ayres, April 1st 1862, at the age of 87 years.

As the Scottish rural population increased it was found necessary from time to time to establish chapels in various districts. That of Quilmes, near Robson's estancia, was founded by Rev. James Smith some 24 years ago. The next was that founded by Rev. Francis

Gebbie at Jeppener in 1860. The latest is that built in May 1872 near Chascomus, on Mr. Dodd's estancia under the auspices of Rev. Martin P. Ferguson. To each of these chapels are attached a Sunday-school and library. Rev. James Smith attends the Scotch church in the city. Rev. Messrs. Ferguson and Gebbie are attached to the rural southern congregations. All these are in active operation, and services are also held at private houses in various parts of the camp, as far as Azul, by some of the above-mentioned clergymen.

When Dr. Brown retired to Scotland in 1850 he was succeeded by the Rev. James Smith, the present esteemed pastor of the Scotch church in Buenos Ayres. His services during the past 27 years cannot be expressed in the narrow limits of this chapter, but are fully appreciated by his own congregation and admired by all other foreign residents. He was indefatigable during the Yellow Fever of 1871, and in testimony of his labors a sum of 200 guineas was collected and sent to England to purchase a service of plate, which was presented to him in Feb. 1872 along with a flattering address signed by H. M. Chargé d'Affaires and the British Consul, and by 150 of the principal British residents. The testimonial-committee consisted of Messrs. Drysdale, R. McClymont, F. W. Moore, Methven and Getting. The tea service of plate, weighing 330 oz, was manufactured by the Goldsmiths Alliance Co. London, in the style of Louis XIV. and

was enclosed in a handsome case of Spanish mahogany bearing this inscription —

“Presented by the British Community of B. Ayres to the Rev. James Smith, pastor of Saint Andrew’s Scotch Presbyterian church in that city, as a token of the affectionate esteem which his long term of usefulness and benevolence has awakened among all classes, and more especially as a proof, however slight, of the high appreciation with which his noble and unselfish conduct during the Yellow Fever epidemic of 1871 is regarded by his countrymen throughout the Argentine Republic.”

This respected clergyman has long been one of the most zealous supporters of the British Hospital. He also superintends the school and library attached to the Scotch church, of which he is still the pastor, and enjoys a well-earned pension from the British Government. The school alluded to was for many years directed by the late Gilbert Ramsay, of Glasgow, editor of the *British Packet*, after whom it passed into the hands of Mr. Powell, the present master. It was built in 1838, to hold 100 pupils, and the Sunday-school now counts 150 children.

Respecting the rural congregations the oldest is that of Quilmes, where the Rev. Francis Gebbie has labored with great success, thanks to his warm and genial disposition endearing him not only to his own parishioners but also to the entire Scotch community. The chapel has accommodation for 200 worshippers,

and is a neat Gothic structure, the grounds being kept in admirable order, and the manse being a comfortable English home, where the Rev. Mr. Gebbie resides. The library attached contains a fine collection of valuable works, and is supported, as well as the clergyman, by popular donations. It is about 25 miles from town, in the centre of a flourishing Scotch community.

The Jeppener chapel, close to the G.S. R.R. station, was erected by the exertions of the Rev. Mr. Gebbie, who holds regular service there on the second Sunday of each month. It admits about 100 persons, and is in charge of a Scotch family.

The origin of the Scotch chapel at Chascomus arose when service was held in 1854 by Rev. James Smith, at the residence of Mr. Dodds, Adela estancia. Some time later a cottage was built, which served for a chapel during 14 years, and here service was held by Rev. James Smith and afterwards by Rev. Francis Gebbie from time to time. In 1862 the present pastor, Rev. Martin P. Ferguson, arrived from Scotland, and has since zealously discharged the duties of his office. The present chapel was built in 1872, in Grecian style, on ground granted by the Municipality of Chascomus, which also gave an endowment of 30 acres of land which is now used partly as a cemetery and the rest as a garden. The parishioners of this chapel purchased a commodious house in Chascomus for Rev. Mr. Ferguson, who superintends both Sunday

and day school, and has a fine library for the use of his congregation. His labors here have been very successful, thanks no less to his own energy than to the spirited liberality of the Scotch farmers who determined to hand down to their posterity the religious privileges enjoyed by them in their native country.

The number of Scotch people in the city and camps of B. Ayres is usually estimated at 2,000. Some of the oldest mercantile houses, and many of the clerks, are of this nationality. In town and camp the Scotch are an intelligent, educated and well-behaved community, giving the neighbors that example of industry and good order which Dr. Brown inculcated upon them on his departure for Scotland, and which is equally characteristic of Scotsmen in Canada, Australia or whatever country they make the seat of their enterprising labors. No people cherish more warmly the love and tradition of their native land, but those who come here usually settle permanently in this country; and they cultivate the most friendly relations with their neighbors, the Irish estancieros and the native Argentines.

CAP. XLII.

IRISH IN B. AYRES.

“The progress of Buenos Ayres is mainly
“due to the industrious Irish sheep-farmers.”
Consul Couper's report.

The period of Independence found a small number of Irish residents in Buenos Ayres, mostly patrician families, such as Dillon, French, O'Gorman, Orr, Butler &c., who had been exiled or had fled from Ireland and obtained the King of Spain's permission to settle here. From some of these General Beresford and his officers experienced much kindness, and we read that Mr. O'Gorman acted as intermediary between the English and the Cabildo. The descendants of these families are now so intermarried in the country that they have mostly forgotten the language and traditions of their ancestors; but they occupy high positions in political, legal and commercial circles.

A remarkable influx of settlers from Ireland occurred between 1825 and 1830, to work in the saladeros of Brown, Dowdall, Armstrong, &c. Previous to that time a few Irish mechanics and others had come from the U. States. In 1813 Bernard Kiernan, a native of Derry, came here from New Brunswick, where he had been city surveyor. He seems to have devoted himself to science, as the papers mention his discovery of a comet in the Magellan Clouds on March 19th 1830, with a dissertation by him on the subject: His son James Kiernan, while yet a very young man, became editor of the Government paper *Gaceta Mercantil* in 1823, and held this post for twenty years: his death, occurred in 1857. There is reason to believe that the first Irishman who landed in Buenos Aires in the present century (exclusive of Beresford and his soldiers) was James Coyle, a native of Tyrone, who came in the *Agreeable*, in 1807, and died in 1876 at the age of 86.

In 1830 some survivors of an Irish colony of 300 persons in Brazil made their way to Buenos Aires. They had come out from Europe in the barque *Reward*, in 1829.

Thomas Armstrong, who arrived in South America in 1817, occupied a foremost place for half-a-century in the commerce of Buenos Ayres. He was of the ancient family of Armstrong in the King's Co., founded by Christopher Armstrong, who built Mangerton Castle in Fermanagh, 1550, and whose sixth descen-

dant was General Sir John Armstrong, founder of Woolwich Arsenal, who had done such gallant service under Marlborough. Mr. Armstrong having married into the wealthy Spanish family of Villanueva was intimately connected with the interests of the country; several successful enterprises were connected with his name, and for many years he occupied himself in banking. He took no part in politics, but always felt a lively interest in charities of every kind, besides acting as trustee for the American Church and the British Hospital. Before and after the fall of Rosas he was repeatedly Director of the Provincial Bank, and member of the Municipal Council, lending his experience to the interests of the city, in which he was one of the largest house-proprietors. So far back as 1824 we find his name on the Committee of British Merchants in Buenos Ayres, and in April 1831 he was appointed Government Commissioner to arrange the affairs of the Provincial Bank. His influential position in Buenos Ayres enabled him successfully to employ his friendly offices in restoring amicable relations with Great Britain, in January 1857, after an interruption of four years. Her Majesty offered to knight Mr. Armstrong, but he declined the honor. He subsequently arranged the Buschenthal loan in 1862, when before Congress. His connection with the Central Argentine Railway and the Ensenada Port and Railway may be said to have formed the chief feature of his life in the last 12 years,

and the successful completion of these enterprises owed much to his efforts. At one period the works of the Central Argentine were in danger of suspension, when his influence with the Government mainly induced Dr. Rawson to subscribe 300,000*l.* sterling more, and push on the line to completion. Subsequently a serious dispute arose relative to the Land Company in connexion with the railway, but this was arranged through the never failing tact and good temper of the Resident Director. He was a practical man, and never left unfinished anything he once begun. His charities were numerous, especially towards the British Hospital, and Irish Sisters of Mercy. One of his last acts was a donation of 1,000*l.* sterling for a new English Protestant church.

He assiduously cultivated British interests in the River Plate. In 1871 when the Duke of Edinburgh arrived in Montevideo Mr. Armstrong sent him a congratulatory telegram on the part of the British residents of Buenos Ayres. He never lost an opportunity of throwing his powerful influence into the scale in favor of his countrymen; as President of the St. Patrick's Society he waited on the Government to solicit the removal of some grievances, and his request was promptly attended to. Notwithstanding an absence of 60 years from his native country he cherished the recollection of the old land, and revisited Ireland twice, the last time in 1858. He died in June 1875, aged 75 years.

Peter Sheridan, who came here a few years later than Armstrong, was one of the chief founders of the sheep-farming industry in Buenos Aires. He was a man of good family and education, and his efforts for refining sheep were ably seconded by his Major-domo, John Hannah: the only competitors with him were an Englishman named Harratt, and a German named Stegmann; and to these 4 men Buenos Ayres is mainly indebted for an industry that now produces 200,000,000 *lb.* wool yearly, worth over 5,000,000*l.* sterling. Sheridan died, aged 52, on 12th January 1844, and the estancia was continued by his nephew James. A brother of the latter was Dr. Hugh Sheridan, who served under Admiral Brown. This family claimed descent from the same stock, in Cavan, as Richard B. Sheridan, the great statesman and dramatist. A son of Peter Sheridan, educated in England, has left the finest landscapes of S. America by any artist born in this continent: he died at B. Aires in his 27th year, in 1861.

The first Irish chaplain was Father Burke, a venerable friar, mentioned by Mr. Love in 1820 as "over 70 years of age and much esteemed by the British as well as by natives." When Rivadavia suppressed the order in 1822 he allowed Father Burke to remain in the convent of Sto. Domingo. After his death the Irish residents, in 1828, wrote to Archbishop Murray of Dublin for a chaplain. Accordingly the Rev. Patrick Moran was selected, and he left Dublin

in November 1828 for Falmouth, where he took passage for Rio Janeyro in H. M's. packet Eclipse. Off Cape Frio, they spoke the American brig Joseph, Capt. Budleigh, bound for Buenos Ayres, and, Father Moran requesting to be taken on board the Joseph, Capt. Budleigh complied with his request: he arrived in Buenos Ayres on 11th February 1829.

Father Moran died in the following year (May 1830) and was succeeded by the Rev. Patrick O'Gorman, from Dublin, who was sent out in Oct. 1831 and continued as chaplain during 16 years, till his death on March 3rd 1847, being only 46 years of age. By this time the Irish residents had so much increased in numbers that the St. Patrick's dinner and ball at Walsh's tea-gardens on March 17th 1843 was attended by over 100 persons.

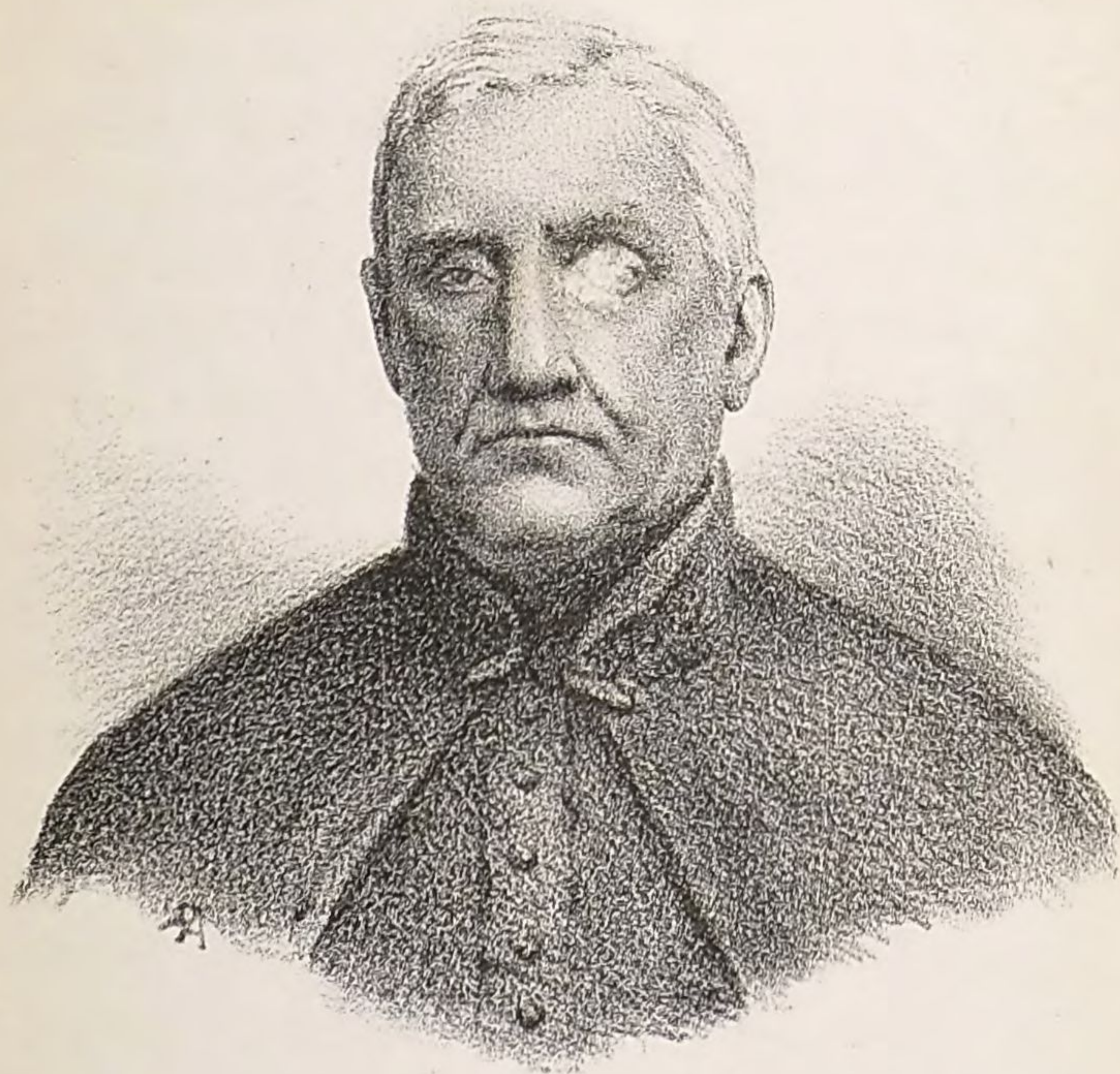
In 1847 when a subscription was raised for the sufferers of the Irish famine the community in B. Ayres was already growing in wealth and position. Bartholomew Foley, secretary of the committee, published the list of donors, in which the largest amounts were given by Galt Smith, Armstrong, Lumb, Bookey, Brown, Kiernan, Crawford, ranging from ten to fifty pounds each, and the total reached 600*l.* sterling. Besides Mr. Lumb most of the English houses subscribed to the fund, the list containing more than 300 names in all.

The year 1843 was memorable for the arrival of Rev. Anthony Fahy, with whose name the advance-

ment of the Irish in Buenos Aires will be for ever identified. The following biography does no more than justice to his exalted merits: it was published the day after his death, during the Yellow Fever of 1871:—

“Father Fahy died on Monday morning at 5 o'clock. The announcement will carry grief to thousands of hearts, and the loss of this venerable priest will be regarded as a public calamity. For more than a quarter of a century his name has been identified with the welfare of the large Irish community, whose interests, spiritual and temporal, may be said to have been exclusively in his care. It is not possible in our narrow limits to recite the long and valued services of this remarkable man; his biography can best be told in the fact that, after an indefatigable and well-spent life, he has succumbed a martyr to his sacred calling, leaving behind him the memory of many good works, and a name that will long be affectionately cherished in B. Ayres.

“The Rev. Anthony D. Fahy was born at Loughrea, County Galway, in 1804, and made his ecclesiastical studies at St. Clement's Irish Convent of Dominicans at Rome. Being sent to the Western States of America he passed ten years in Ohio and Kentucky, after which, at the invitation of the Irish community of Buenos Aires, and by permission of the superior of his Order, he came to the River Plate, in 1843, at a time when the prospects of the country



and of the Irish residents were far from promising. The history of the Irish community since that time is in some measure a recital of the labors of Father Fahy. How wise a councillor, how firm a friend, how powerful a protector, his countrymen ever found in him is written in the hearts of all.

“ In February, 1856, he founded the Irish Convent, bringing out some Sisters of Mercy, under Mrs. Mary Evangelist Fitzpatrick, from Dublin, and in 1861 the spacious edifice in Calle Rio Bamba was completed. The increasing numbers and prosperity of his countrymen in the camp districts obliged him to endow each of the provincial ‘partidos’ with a resident chaplain, viz., Luxan, Mercedes, Capilla del Señor, Lobos, San Antonio, Fortin de Areco, San Pedro, Rojas, &c. Some of these clergymen were educated expressly at the Missionary College of All Hallows, Dublin, by Father Fahy’s directions, for this mission. The utility of his labors in this direction soon became visible not merely in a religious, but in a social point of view. Irish reading-rooms, libraries, schools, &c., have sprung up in various parts, and the whole tenor and tone of Irish life in the country districts shows a healthy and improving character.

“ In 1865 a subscription was got up to present Father Fahy with a handsome testimonial, and the sum of 1,000*l.* sterling was collected, but he begged of the committee to hand it over to the Irish Hospital, saying that he “had no need for more than one

coat, and as much as supplied his daily necessities." His advancing years did not limit his usefulness, and even to a few days prior to his demise he was still one of the most laborious pastors in this city. In personal appearance he was tall and portly, with a countenance ordinarily thoughtful and serious, but readily lighting up with 'bonhommie,' intelligence, and amiability. His manners were easy and unaffected, his judgment unerring.

"All these advantages were improved by habits of study and self-control.—There was nothing shallow about him. Pratical was the turn of his mind—piety was an attribute of his nature—usefulness an inherent impulse and a habit.

"Since the out break of the present epidemic he was indefatigable at all hours in his attendance on the sick. Last Thursday he attended a poor Italian woman in Calle Defensa, and, on returning home, was at once taken ill with symptoms of yellow fever. His illness was of only 3 days duration, and he expired tranquilly at sunrise on Monday, in his 67th year, having been 28 years in Buenos Ayres. When the Archbishop heard of his decease he expressed his intention to assist as chief mourner, and said that but for the epidemic having been the cause of his death he would order his interment in the vaults of the Cathedral, of which he was made Honorary Canon in 1864 in recognition of his long services to the Irish community.

“At 6 o'clock on Monday afternoon all the approaches to the residence of the deceased, in front of the English Bank, were crowded with carriages and with groups of people assembled to pay the last tribute of respect to the lamented Irish pastor. The attendance was very large, comprising hundreds of our leading English residents, besides the British Consul, the Church of England chaplain, and many natives of the highest position; the Archbishop, Dr. Aneiros, being chief mourner.”

The above sketch would be incomplete without adding that Father Fahy died so poor that Mr. Armstrong had to discharge for him some small debts, and 5 other gentlemen paid his funeral expenses. As a fitting memento of the deceased it is proposed to erect a school for Irish orphan boys in B. Ayres, which will perpetuate the name and labors of this exemplary pastor.

The Irish Convent was founded in Feb. 1856 by Mrs. Fitzpatrick and some other Sisters of Mercy from Baggot St. Dublin. It covers an area of 2 acres, including the chapel, schools and hospital, which were built by the Irish farmers at a cost of 8,000*l.* sterling. Besides a boarding-school for 70 girls, mostly daughters of Irish estancieros, the Sisters have a free day-school for 300 poor native children of the neighborhood. The convent is self-supporting, each Sister bringing a dowry of five or six hundred pounds: donations are, however, thankfully re

ceived for the orphans supported by the Sisters or the sick of all nationalities whom they visit. Mrs. Fitzpatrick is still the superioress, but most of the others who came from Ireland have gone to meet the reward of their charity. During the terrible visitations of cholera and yellow fever (1868-71) the Convent was converted into a hospital for women of every creed and color; and in recognition of the services of the Sisters Mr. Drabble on the part of the London Committee sent the superioress a cheque for 200*l.* sterling out of the funds collected in England for the sufferers in Buenos Aires. Most of the present community are daughters of Irish estancieros, educated in the convent, and a branch institution was founded in 1873 at Mercedes, 60 miles from town; this new convent was built at a cost of 4,000*l.* sterl., the site being given gratis by Mme. Saubidet. The Irish hospital is attached to the convent in Buenos Aires, and is attended by Dr. Fair. There is also a house of refuge for female immigrants (waiting for employment), which completes the usefulness of the Irish Convent of Mercy.

All classes of people in Buenos Ayres feel the liveliest admiration for the Irish Sisters, whose devotion to the duties of Christian philanthropy reminds us that :

“The charities that soothe, and heal, and bless
Are scattered at the feet of man, like flowers.”

Among the many valuable citizens who perished

during the cholera of 1868 was Dr. Leslie, a native of Cavan, whose benevolence to the poor of Buenos Ayres was unceasing. He visited them and gave them medicines gratis, and at the last succumbed to the epidemic, a victim to over-work in his humane efforts. He had been for some years a councillor of the city-corporation, and his loss was so much felt that a public letter of condolence was sent to Mrs. Leslie by order of the Municipality.

After the Yellow Fever of 1871 an association was formed under the name of St. Patrick's Society, with Mr. Armstrong as chairman, to provide an annual fund for support of the Irish chaplain, as also to distribute alms among distressed British subjects, to assist Irish emigration to Buenos Aires, to maintain a club and library, and to protect widows and orphans. It lasted about 2 years, but fell to the ground with the death of Mr. Armstrong. It did good service in rescuing the distressed Englishmen of the Lincolnshire farmers colony in Paraguay, contributing 200*l.* sterling for the purpose.

The numbers and wealth of the Irish residents in the province of Buenos Ayres have never been exactly ascertained, but may be safely estimated at 25,000 souls, and an aggregate value of lands and stock that cannot fall short of 2 millions sterling. A list of the principal estancieros will be found in the appendix. Some of these men have from 50,000 to 200,000 sheep, and own immense tracts of land which

average 1,000*l.* sterling per square mile at the present prices. Men who arrived in this country twenty or thirty years ago without a shilling are to-day in the receipt of incomes from two thousand to ten thousand pounds a year. Their farm-houses display all the comforts of an English home, and their hospitality is proverbial: some of them have built tasteful chapels on their land, where the nearest Irish priest officiates.

Luxan may be compared to an Irish county, the principal land-owners being Irishmen, and the Government census shewing 2,573 Irish residents, without counting their children (who are put down as Argentines). As the total population of the district is 10,256 it may be inferred that the Irish settlers and their children constitute more than half the inhabitants. The Irish chaplain is Rev. [Samuel O'Reilly, who officiates every Sunday at Luxan: there is also a handsome chapel of ease on Mr. John Brown's estancia at La Chosa, 8 miles distant, which was consecrated in 1873 by the Archbishop of B. Aires. Father O'Reilly has a well selected library for the use of his parishioners, by whom he is deservedly beloved. The adjoining district of Las Heras is also largely settled with Irishmen: the new church at Rodriguez, in this department was built by Governor Saavedra, in 1868, and dedicated to St. Patrick.

Mercedes is equal to Luxan in the number and wealth of the Irish community, whose chaplain is

the respected Rev. Patrick Lynch. This gentleman has zealously labored here for many years. There is an Irish library at his house, and an Irish Racing-club holds meetings twice a year. The new Irish Convent of Mercy, built here in 1873, is a noble structure, covering with the grounds an area of 4 acres; the entire cost was defrayed by the sheep-farmers. About 10 miles from Mercedes is a chapel of ease on Mr. Allen's estancia, where Mass is celebrated on certain Sundays in each month. The Irish of Mercedes are among the oldest and richest in the province, the lands being admirably suited for sheep-farming. The quantity of wool produced in Mercedes and Luxan exceeds ten million *lb.* yearly. The contiguous department of Suipacha is almost exclusively in the hands of Irishmen. Chivilcoy and Chacabuco also contain hundreds of our countrymen.

Capilla del Señor has been for 30 years a flourishing Irish settlement, our countrymen owning half the landed property and about 500,000 sheep. The chaplain is Rev. John Davis, who studied at Oscott and is moreover an accomplished painter: he has a library for the Irish residents, who number about a thousand. One of the earliest settlers here was the late Mr. Tormey, who held a prominent position in the Municipality. The new church, inaugurated by Archbishop Escalada and Governor Saavedra in 1866, was built in great measure by the Irish farmers. Father Davis also attends the districts of Pilar

and Zarate, where there are about 500 settlers. Twice a year the Irish race-meeting at Capilla del Señor comes off with great 'eclat.'

San Antonio and Giles form another important Irish colony, whose chaplain is Rev. Mr. Mulleady; this esteemed gentleman has a very extensive field of labors, and his parishioners include many of the largest estancieros in the country.

Carmen de Areco rivals any of the departments in the numbers and influence of its Irish community. The Rev. Michael and Rev. John Leahy reside here and actively promote the spiritual and temporal welfare of their countrymen, not only in this district but also in the adjoining ones of Salto, Rojas and Pergamino. Besides the Irish library and racing-clubs of Carmen de Areco there is a Literary Society attached to the St. Brendan's school. Similar libraries and associations exist at Salto and Rojas, supported by the Irish farmers. Rojas owes much of its advancement to the late James Ballesty, one of the most energetic Irishmen in the province. Salto is in like manner indebted to Messrs. Murphy (from Wexford), who are wealthy estancieros and patrons of everything in the shape of progress. Rev. John Leahy, who attends this district, was indefatigable during the Yellow Fever in Buenos Ayres.

San Pedro has of late years sprung into importance by the great influx of Irish farmers since the appointment of Rev. M. Flannery, an estimable cler-

gyman, whose radius also includes the districts of San Nicolas, Ramallo and Baradero. It would be difficult to estimate the number of Irish in so extended an area: many of our countrymen owning estancias of prodigious value, having paid in some cases as much as 30,000*l.* sterling for the land, not including stock. Most of the Irish here have purchased and settled down in the last ten years. A chapel of ease was erected last year on Mr. Harrington's estancia, 10 miles from San Pedro, at a cost of 2,000*l.* sterling, the tower being 60 feet in height and visible for 30 miles around: this chapel was built by the Irish of the adjacent estancias.

Lobos, in the south-west, counts a considerable number of prosperous Irish farmers, whose religious interests are zealously attended to by Rev. James Curran. This gentleman's mission also comprehends Navarro and Guardia Monte, studded over with Irish farms. The number of sheep in these 3 departments is said to exceed 4 millions, chiefly owned by Irish and Scotch. Father Curran was recently presented by his flock with a handsome residence. There is an Irish camp-store at Lobos, and another at Guardia Monte. The Irish racing-club of Navarro meets twice a year.

Monsignor Curley, a protonotary of the Apostolic See, resides at Chascomus and looks after the Irish settlers throughout the southern camps of Ranchos, Cañuelas, Chascomus, Dolores and other districts

embracing an area of 10,000 square miles: he was for many years at Panamá and is a good Spanish scholar. His parishioners are more scattered and less prosperous than the the Irish in other parts of the province. A chapel of ease was built in 1864 on the estancia of Mrs. Mulleady at Magdalena.

Archdeacon Dillon, who is Irish chaplain in the city of Buenos Aires, is one of the principal dignitaries of the archdiocese, although by birth and education an Irishman. He was for some time Professor of Theology in the Ecclesiastical Seminary of Buenos Aires, and accompanied the late Archbishop Escalada, as theologian, to the Vatican Council in 1869. He was one of the Committee who visited the sick and dying during the terrible visitation of Yellow-Fever; for which he received the thanks of the Municipality. He preaches with equal fluency in English or in Spanish. Besides his duties as Canon of the Cathedral he attends to the various interests of the Irish community; superintending the English boys school of St. George and the weekly paper called the *Southern Cross*. Canon Dillon enjoys the esteem of his own countrymen and all the British residents, as also of the Argentines.

The number of Irish residents in the city hardly reaches 200 persons. No other nationality contributes so largely to the export trade of the country; since it is shewn by the tables of Mr. Duggan and other wool-exporters that the quantity of this staple

yearly sold by Irishmen in Buenos Ayres exceeds 70 million *lbs.*, worth nearly two millions sterling. In no other part of the world have Irishmen been more prosperous, and nowhere do they constitute a more orderly and industrious community, than in B. Ayres. Their success has been identified with sheep farming, and this reminds me of an observation made by the late John F. Maguire in his "Irish in America," that Irishmen in the U. States have invariably prospered when they went to the Far West, instead of frequenting the populous cities of the seaboard. The Irish colony in Buenos Ayres is one of which any country may be proud, and gives to the British community in the River Plate a strength and importance surpassing British interests in any other part of the continent.

CAP. XLIII.

***WELSH AND ALEXANDRA
COLONIES***

The Welsh colony of Chubut is situated on the river of that name, about 800 miles south of Buenos Ayres and 400 from the nearest settlement, at Carmen de Patagones. It was founded by virtue of a compact between the Argentine prime-minister, Dr. William Rawson, and Messrs. Whalley M. P., David Williams, Sheriff of Carnarvon, and John Parry of Madrin Castle, signed in July 1863, whereby it was agreed to send out 3,000 families from Wales to Patagonia, within 10 years. The Government covenanted to give 50 square miles to every 200 families gratis: any mines found to be the property of the

finder. The colonists to be free from all taxes for 10 years, and the colony to be governed by a commissioner from Buenos Ayres. As soon as the population should reach 20,000 souls Chubut to be admitted as a new Province of the Argentine Confederation. The colonists engaged to defend themselves against Indians, the Argentine Government furnishing them with 4 pieces of cannon, 100 bushels of grain, 50 tons lumber, 3,000 sheep, 50 cows and 200 horses.

The first batch of colonists sailed from Liverpool in the barque *Mimosa*, on April 25th, 1865, numbering 132 souls, and arrived safely at the River Chubut on the 28th of July, the site chosen for the colony being in 43 deg. 15 m. S. Lat., and 65 deg. W. Long. There were 62 men, 41 women, 17 boys, and 12 girls. At the outset the colony suffered severe vicissitudes, the fate of all new settlements. So far, the colonists have devoted themselves to wheat growing, and dairy produce. The Argentine Government behaved handsomely towards the settlers. For three years it supplied them with necessary provisions, and spent about 5,000*l.* sterling in cattle and seeds. The farms on each side of the River Chubut cover an area of twelve miles. The climate is colder, drier, and more bracing than that of Buenos Ayres.

An interesting account of the colony is given by the Rev. Lewis Humphreys (chaplain during the first year of the settlement) in his report to the directors of the Welsh Company—

“New Bay is a splendid port, sheltered from all except the east wind, which seldom blows; and spacious and deep enough to accommodate the whole navy of Great Britain. Mr. Downes, the mate of the *Mimosa*, assured me that New Bay is the best port in South America.

“The River Chubut flows through at least three distinct valleys, divided from each other by chains of hills. The settlement is at present confined to the lowest valley, which is about forty-five miles long and five broad. The supply of timber is limited, for though there are trees of many kinds, they are not larger than the common hazel of this country. There is a superabundance of brushwood, which grows again after being cut. The second valley is similar to the first, and contains abundance of sandstone, for building purposes. The third valley has been only partially explored. It is narrow, and bounded on each side by rocks. The river water is pure and sweet, though its color is cloudy, and near the surface it is frequently brackish. The climate is delightful and very healthy. I and many others have frequently slept in the open air, night after night in the depth of winter, which is so genial that no evil effects followed. We discovered several kinds of wild celery and turnips, and a sort of potato, all very good. We planted many thousands of young trees, among which were 4,000 fruit trees. Our horses and cattle were remarkably fine and fat, even in winter, when they

require no housing as the pasturage is abundant all the year round. At the time I left we had about 100 cattle, sixty of which were milch cows; also forty horses. In some of the farm-yards the fowls were sufficiently numerous to recall to mind the homesteads of Caermarthenshire. The whole territory swarms with game; hares, guanacos, armadillos, ducks, geese, partridge, and ostriches, and the river and bay furnish an ample supply of fish. The hares commonly weigh from 18 *lb.* to 20 *lb.*, and frequently find their way into the cooking-kettle.

“The Government of the Argentine Republic has acted in a most liberal manner towards the colony. Our [president, Mr. William Davis, visited B. Ayres near the end of 1865, and obtained from the Government a monthly grant of 140*l.* stg., and supplies have been regularly furnished through Mr. Harris, of Patagones. I must also mention the valuable assistance afforded us by the native Indians. The chief of the tribe sent us] a letter asking for saddles and rum, in exchange for skins. The Indians barter large quantities of fresh meat for small pieces of bread, and exchange mares for horses. The colonists now possess about 40 dogs, and the consequence is a superabundance of fresh meat.

“In the proper season, seal-fishery is carried on to a great extent along the coast of Patagonia, by English and American sailors. New Bay is a general rendezvous for sealers, and a trade has sprung up

between them and the settlers, for fresh provisions &c.

“On the 17th September, 1865, the Comandante of Patagones performed the ceremony of giving us possession of the territory and naming our first town the ‘Tre-Rawson,’ in honor of Dr. William Rawson, the Minister of Interior, who has manifested such interest in the Colony.”

In 1868 a sad misfortune befell the colony in the loss of the little schooner and six of the colonists, viz.:—Robert F. Nagle, captain, from Liverpool; George Jones from Liverpool; James Jones, from Caermarthenshire, having a wife and family in the colony; Thomas D. Evans, Manchester, also having a wife and family in the colony; David Davies, from Aberdare, having his parents in the colony; and Thomas Cadivor Woods, Secretary of the Welsh Company at home, who had recently arrived in the colony to report upon it, and had taken a trip to see Patagones before returning home.

The following extracts from a report by Captain Fairfax R. N. describe the condition of the colony in Feb. 1876:—

“The road from Chubut, which is distant 46 miles, comes into New Bay. Large vessels with goods for the colony discharge their cargoes here; small vessels drawing from 6 to 8 feet, can, if the weather is fine, enter the river at high water.

“Several of the settlers arrived at Nuevo Gulf

the morning after our arrival, bringing with them horses for us. The same day I rode over to Chubut, accompanied by Mr. Welby and Dr. Edwards. The country was arid and covered with brushwood. After 8 hours we entered the valley of Chubut; we were very kindly received and hospitably entertained by Commissary Oneto and Mr. Lewis Jones.

“When Commander Dennistown visited the colony in 1871, the population was 153: it now numbers about 690, including the new-comers between September 1875 and January 1876.

“The lower valley in which the colony is established extends for 23 miles in a westerly direction, and in breadth varies from 3 to 6 miles; it lies between two low ridges of hills from 200 to 300 feet high; this valley is of rich alluvial soil, of from 2 to 6 feet in depth.

At the head of this valley the river trends close to the base of the northern hills, and here a village called Gaiman has lately sprung up; the houses are here built of a white sandstone taken from the hill side. It is the intention of the people here established to work next season a part of the upper valley, at the head of which the hills flank the valley close, and the river rushes through a rocky ravine.

“This spot is about 50 miles from the mouth of river; beyond this little is known, but the Indians report a large fresh water lake two days' journey from the head of the upper valley, where they say

the land is rich and well-watered, grass growing most luxuriantly. So little rain falls in this part of Patagonia, that were it not for the river rising as the snow melts on the Cordillera, and so partially irrigating the plain, there would be little or no vegetation in the Chubut Valley. The water in the river with two exceptions has always risen to such a height, that by making small canals the land was sufficiently irrigated for growing wheat, and this year the colonists have set to work cutting deep canals (one 1,160 yards long, 5 yards broad, and from 5 to 15 feet deep) and intend erecting dams across the river, to retain a sufficient supply of water: 35 lbs. of wheat is generally sown to the acre, and this on an average yields a ton.

“Between September 1875 and January 1876, 412 Welsh immigrants arrived. As no preparation had been made for their reception, the prospect for these poor people was not encouraging.

“Mr. Thomas, who has a large store, gave them part of it to live in, and the old settlers took as many as they could into their houses. I visited two-thirds of the houses; all the old settlers like the country, would on no account leave it, and look forward with great confidence to the future. Many were employed making and burning bricks, and building nice houses. They nearly all have milch cows, cattle, horses, pigs and fowl; some have sold a portion of their stock to the new comers.

“Three different tribes of Indians visit the colony in the winter for the purpose of trading. They barter horses, ostrich feathers, guanaco rugs, and skins of various animals, for groceries, tobacco and spirits.

“The Indians have been always very friendly, and have been well treated by the colonists. Mr. Lewis Jones and some others intend going next month on an expedition into the interior, with a view of further exploring the country, and examining a range of mountains 150 miles to the westward of the settlement which are reported to be rich in minerals. Two schooners now regularly trade between B. Aires and Chubut. During our stay in Nuevo Gulf, Lieut. Brent made survey of the bay called Port Madryn.”

The Alexandra Colony, in the Gran Chaco, belongs to the London banking-house of Thomson, Bonar & Co., whose concession from the Santa-Fé Legislature is dated October 1870, and comprises 34 square leagues, having frontage of 17 leagues on the San Javier river, which is navigable for steamers and vessels of light draught. The lands extend from Arroyo Malabrigo, 10 leagues below the Rey frontier, to the French colony of Eloisa, which is almost abreast of the town of La Paz, Entre-Rios, in 30 to 31 degrees S. Latitude.

The communication with Buenos Ayres is by means of steamers from this city to Esquina, where the colonial steam-launch takes in passengers, crossing the Paraná to Talon's Bridge; the colonists have

a few houses here. Vessels drawing three feet can ascend the San Javier as high as the colony. The river is so winding that, although you can ride to the colony overland in 45 miles, the steamboat makes it 175. Sometimes the colonists going up to San Javier land at the Californian colony, and as the distance is only 42 miles, they make the journey in a day's ride.

The high grounds of the colony form a 'barranca' along the San Javier, varying from one to three miles in width. The soil is over three feet deep, with a sandy substratum' that absorbs the heavy rains. Messrs. Puiggari and Wilcken's analysis declares it the richest soil in the country.

The Octavio Stella, in 1873, brought from Europe 226 Waldenses of the Piedmontese valleys, accompanied by their chaplain, Rev. John Peter Baridon; they found 150 English and Italians already established at the colony. Each family brought its own farming implements, and was provided with horses and oxen by Thomson Bonar's manager, who also gave the necessary supplies from the colonial store until the first crop was raised.

The colony possesses the following machinery—Thomson's Road-steamer, drawing 10 tons; patent thresher and winnower; mill for grinding 150 ar-robes daily; patent brick-making machine; patent seed-distributor; circular steel-saws; engine 7-horse nominal.

Each farm consists of 100 acres, fenced with wire

and nandubay posts: 330 yards front by 1170 deep. The ploughing is done with oxen.

The colony counts at present 400 souls, nearly one-half English, the rest being Swiss and Italian Vaudois. In the centre of the colony is the fort or stockade, to which the settlers could repair in case of an Indian invasion, but there has been no sign of Indians since the time Mr. Weguelin was killed, in 1871. Each colonist on arriving is provided with a Westly Richards rifle and a revolver. The English settlers are north of the stockade, the Italians south, the former having their farms well fenced in, and laid down under wheat, potatoes, sweet potatoes &c. The yield is so abundant that Irish potatoes give $4\frac{1}{4}$ tons per acre, and sweet potatoes 5 tons. The rainfall is enough for the crops; and the colonists work all the year round in the fields without finding the heat inconvenient. A very light frost has been twice visible. Wood and water are in abundance, as well as shooting and fishing, the deer being particularly numerous. There are no wild beasts or reptiles; but if you want to shoot an odd tiger you can find one in the islands of the Paraná.

One of the colonists keeps a school. There is no clergyman or physician; most of the Italians are Protestants, but the English include a large proportion of Irish Catholics. At the colonial general store is kept a family medicine-chest, which is seldom thought of, the colonists being all in rude health. The colo-

nists are peaceable, well disposed people, requiring neither police nor magistrates. They sometimes pay friendly visits to their neighbors of the Californian colony, especially on the Fourth of July. It is proposed to try rice in the low grounds. The maize is so big that some stalks measure 18 inches long.

Farms of 100 acres are given to settlers for a bond of 60*l.* sterling, payable in 4 years, without interest. Advances of 50*l.* sterling worth of cattle, seed, &c. to be repaid in 3 years. There are 2,500 acres under tillage (1877), and the stock comprises 6,000 horned cattle and 400 horses.

Besides the above English settlements there is a small group of Welsh, between the California and Alexandra colonies. They are 14 families, who moved up here from Chubut in 1869, and have now 300 acres under tillage.

The Central Argentine Land Co., consisting of London shareholders, commenced colonizing the lands along the Rosario and Cordoba railway in 1870, when Mr. W. Perkins brought out the first batch of 25 families from Switzerland. At present the 4 colonies of Bernstadt, Canadá Gomez, Carcarañá and Tortugas count 3,000 settlers, who raise annually 20,000 bushels of grain, and whose farms and stock are valued at 200,000*l.* sterling. The colonists are Swiss, French and Italians; who have 40,000 acres under crops.

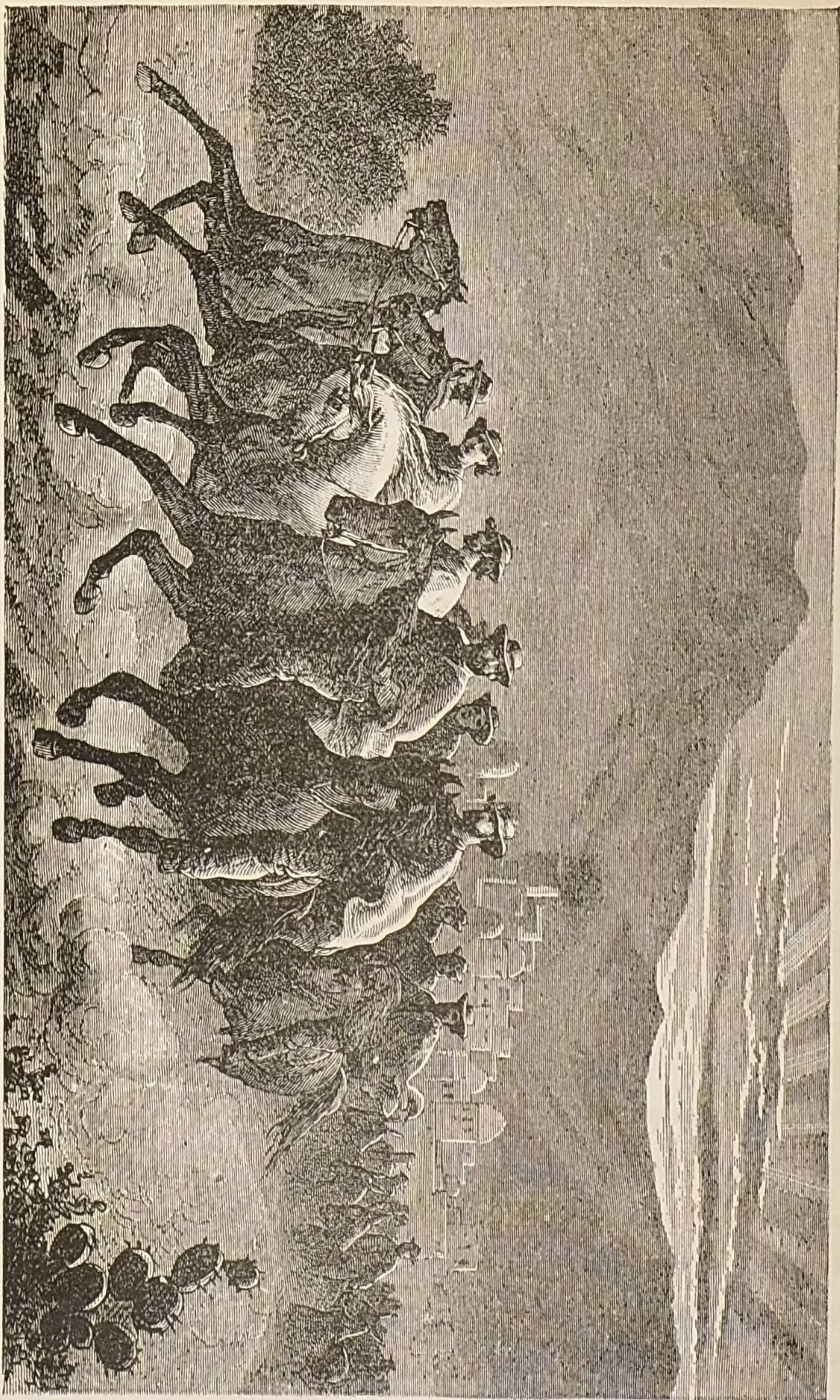
CAP. XLIV.

MINING ENTERPRISES

While the din of arms still rang through South America and the struggle for independence was fought with incredible fury in the old viceroyalties of Venezuela and the Pacific, the people of England were carried away with an exaggerated idea of the mineral wealth of Chile, Peru and the territory of La Plata. Companies were formed in London to work the silver mines of Famatina, Potosí and Uspallata, as well as the principal copper mines of Chile. All turned out so disastrous that the name of South America came to be regarded during many years as a synonym for delusion and disappointment. Nevertheless we know that the Spaniards extracted in the 17th and 18th—

centuries enormous quantities of treasure from Potosí; and even at the present moment skilled miners value the minerals in the Cerro de Pasco over 120 millions sterling. The failure of all the English companies was due mainly to their more expensive mode of working than that of the Spaniards, and in part to the troubles caused by civil war, and the jealousy and obstacles incidental to foreign enterprise. The best proof of this lies in the fact that Chile has for a long time back exported annually from two to three millions sterl. worth of copper ores, and the richest capitalists in South America are Chilean mine-owners, of Copiapó, Mexillones and Caldera.

John Miers, an engineer of much experience, left England in 1818 to undertake the working of copper mines in Chile. He sank a large fortune in the venture, and having engaged a gang of miners embarked with his wife in the *Little Sally*, accompanied by a physician named Leighton, and taking with him 170 tons of machinery. After a voyage of 51 days he reached Buenos Ayres, and proceeded across the Pampas, in 20 days, by coach, to Mendoza. Crossing the Andes by the Uspallata pass he was detained by an unexpected event; his wife being confined of a son at a snow hut on the point known as Villa Vicencio. During four years Mr. Miers explored the mineral resources of Chile, which he found to be greatly exaggerated, and he considered almost worthless. In 1825 he re-crossed the Andes to Buenos



Ayres, having made a contract with this Government to construct a mint. His travels were published in London in 1826.

Captain Basil Hall was sent out in 1820 to report upon the mineral resources of Peru and Chile. He found the annual export of copper from Chile to Calcutta, United States and Europe to reach only 3,000 tons, value about 160,000*l.* sterling, besides 40,000*l.* sterling worth of silver, but spoke in such flattering terms of the great mineral wealth of the West Coast that the mining fever was stimulated in England, and fresh enterprises were hastily formed, with the most golden dreams, never to be realized. He describes the country between Valparaiso and Santiago, as a howling wilderness. Agriculture was, however, beginning to cause attention in various parts of Chile, wheat giving 35 bushels to the acre. The silver mines of Uspallata were abandoned, but those of copper at Copiapó grew in importance. Captain Hall writes in a flattering manner of Chile and Peru.

Capt. Head, left England in 1825 with a staff of Cornish miners to explore and work what mines might seem best, on behalf of a London company. After a short stay at Buenos Ayres, where he found the principal families very kind to Englishmen, he set out for the Andes, on horseback. Many critics have unreasonably questioned his famous ride of 1,000 miles from Buenos Ayres to Mendoza in 8 days, having

ridden on one day as much as 153 miles. On the road he visited the Carolina gold-mines of San Luis, and after leaving Mendoza for Chile he inspected the Uspallata silver mines, but nowhere found anything that would pay working expenses. From Valparaiso he proceeded to the famous Nolasco mines, high up the Andes, 75 miles from Santiago. Although it was midsummer the snow lay 120 feet thick in many places, these mines being altogether inaccessible during 7 months of winter. Groups of crosses at intervals shewed where many poor miners had perished in the snow. He descended the San Pedro mine, a depth of 250 feet, and was astonished at the incredible labor of the miners, whose only food was dried beef and snow-water. They carried up on their shoulders for 250 feet a weight that the Cornish miners of his staff could hardly lift. Such were the cruel hardships suffered by the Indians in these mines, under the Spaniards, that they often threw themselves off the ladders with their loads and were dashed to pieces. Having visited all the most famous mining localities, Head returned to England and said—"I have ridden 6,000 miles through the mining districts of La Plata and Chile, and found nothing worth the trouble." The loss of this new El Dorado expedition was something under 50,000*l.* sterling. At this time Sr. Egaña was trying to form an Anglo-Chilian Mining Co. in London. Capt. Head's report, in 1827, put a stop to all such enterprises for 35 years.

Mr. J. O. French came out in April 1826 with a body of miners, to examine the mines at Famatina, where some Englishmen had established themselves in 1814 (as mentioned by Mr. Caldcleugh) until they were obliged to escape for their lives in the political troubles that ensued. Mr. French proceeded from Buenos Ayres by way of Cordoba and the Salinas desert to the city of Rioja, a place of 3,000 poverty-stricken inhabitants, enjoying a temperature of 100 Fahr. in the shade. An arduous mountain journey took him to Famatina, where he found auriferous ores at the foot of Cerro Morado, which the natives amalgamated in a 'trapeche' water-mill. The mines belonged to D. Ramon Davila. Hail-storms were here so terrific as to kill the cattle, and to be heard 10 miles off, like the roar of a cataract. While the hill tops were covered with snow the temperature in the valley was often above 90 Fahr. Mr. French found the native Indians of these valleys-sober, industrious and docile, but the cross-breed of Indian and mulatto blood-thirsty and cruel. Magnetic iron-stone was discovered at Cerro Negro, as were also garnets. Cerro Morado was largely impregnated with iron and auriferous quartz. On Davila's mine Mr. French obtained, in 1827, as much as 20 oz (say 70*l.* stg. worth) of gold from 2½ tons of ore. From Famatina he proceeded to Mexicana, where the ruins still existed of ancient Indian mining works: the silver-mine of Espina, worked by Simon Herrera, gave good profit,

as also those of Goriti and St. Thomas, say 80 marks to the 'cajon' of $2\frac{1}{2}$ tons: the silver ore being yellowish from the mixture of gold. Mr. French found silver still more abundant at Cerro Negro, and mentions a nugget 20*lb.* in weight, 3-fourths silver; but most of the mines were full of water, and the failure of French's enterprise was probably owing to want of sufficient capital. At Guandacol he found excellent copper, but the freight by mules to Coquimbo and Copiapó was too expensive to allow profitable working.

Chevalier Edmond Temple, an Irish gentleman who had served in Spain as a captain of dragoons, was secretary to Gen. Paroissien, the Potosí Mining Co. (1826); the staff comprising also Baron Czettritz, as chief of mining engineers, and Dr. Scrivener. They sailed from Falmouth in the *Frolic*, and having landed at Buenos Ayres started across the Pampas to Tucuman, a delightful country, which Temple recommends as specially suited for European settlers. On reaching Tarija he received letters that the barque Potosi with 38 workmen and a stock of machinery was at Arica. He had now 500 miles to travel over a mountainous country, almost uninhabited, not meeting a single person upon the journey. In one of the defiles he lost his favorite horse, and in his book he bids a touching farewell to the friendly steed that had shared with him so many toils and dangers. Arrived at Potosi he describes the great 'sugar-loaf'

which had given forth such enormous treasures for 250 years, and is still inexhaustible. Before the revolution of 1810 there were 40 smelting-works, which turned out 4,000*lbs.* of pure silver weekly, but of these he only found 15 now working, the yield averaging 750*lbs.* of silver weekly, equal to 125,000*l.* sterling per annum. The soldiers had smashed the machinery, filled the mines with water, and left most of the proprietors in poverty. Humboldt considered Potosi the richest mining district in the world, except Ganaxuato in Mexico. The mines were discovered in 1545 by an Indian, who falling over a precipice tore up a shrub and found the roots impregnated with silver. At one time the Spaniards had 15,000 Indians at work here, and 15,000 llamas. Miller says $8\frac{1}{4}$ million Indians perished in the mines of Peru. While Temple began operations Baron Czettritz made surveys of some mountain peaks and Lake Titicaca: the latter was found to be about 250 miles in circumference and 12,761 feet over the Pacific. It was supposed to contain much treasure, thrown into it by the Indians when Atahualpa was put to death by Pizarro. In 8 months Temple cleared out 3 old mines at the trifling cost of 3,085*l.* sterling. He received news of the sudden collapse of the Potosi and Peruvian Mining Co. in London, having expended 70,000*l.* sterl. The English workmen wandered about the port of Arica almost starving, having sold their watches for food. Thus terminated an enterprise begun with such

brilliant promise, and which would perhaps have proved successful if Mr. Temple were allowed a fair chance. The banking returns of Potosi for 1825 shew that the mines produced that year 177,000 marks, worth 350,000*l.* sterling. Temple concludes his work with a decided opinion for Irish emigration to Cordoba, Salta or Tarija.

After an interval of 35 years the mines of the Argentine provinces were again brought before the English public in 1863 by Major Rickard, who had been engaged the previous year by Governor Sarmiento of San Juan to report upon the mines in that province. A joint-stock company was formed, cap. 22,000*l.* sterling, and smelting works were erected in 1864 at Hilario. Civil wars ensued and the works were abandoned; nevertheless the ores exhibited at Paris from these works, in 1867, obtained a bronze medal. Another English company was formed in 1870 to work the mines of Gualilan, in the same province of San Juan, and some new machinery has been recently put up (1877) by Captain Vivian, who is sanguine of good results.

Mr. Treloar, a Cornish miner, who had much experience in Brazil, commenced working mines at Chilecito, Rioja, in 1874, and sent a fine collection of ores to the Philadelphia Exhibition. In 1877 he turned his attention to some new gold finds, which are giving double the result that he expected.

The most profitable mining venture in South America is the San Joao del Rey, in the Province of Minas Geraes, in Brazil. This is a gold mine worked by an English Co., with such success that the average of net profits for the last 33 years has been 23 per cent per annum on the capital employed. At present the yield is much greater, the dividend for some years back not falling below 40 per cent per annum. The capital is 253,000*l.* sterling; the yield of gold about 70,000 ounces, worth 220,000*l.* sterling. Shares nominally 100*l.* sterling are worth from 400*l.* sterl. upwards. This mine is at Morro Velho, but gold is also found in other places. The first gold was discovered at Minas Geraes in 1590 by Bartolo Bueno: from 1700 to 1820 the Portuguese extracted 600 tons of gold, worth 60 millions sterl. San Juan del Rey is 3 days journey from Rio Janeyro: there are 1200 miners employed, and the gold bed is 600 feet deep. It resembles a vast hall, 324 feet wide and 420 in length; the roof, floor, and sides being composed of ore. About 150 tons of ore are got up daily, which produce nearly 200 ounces of gold. Attached to the mining works are a hospital, a library, and also an English physician. There is another English mining company at Dom Pedro del Norte, in the same province, but not so successful.

In August 1877 an expedition of 70 men left B. Ayres for Paraguay, to work some gold-fields discovered by Col. Wisner von Morgenstern, about 200

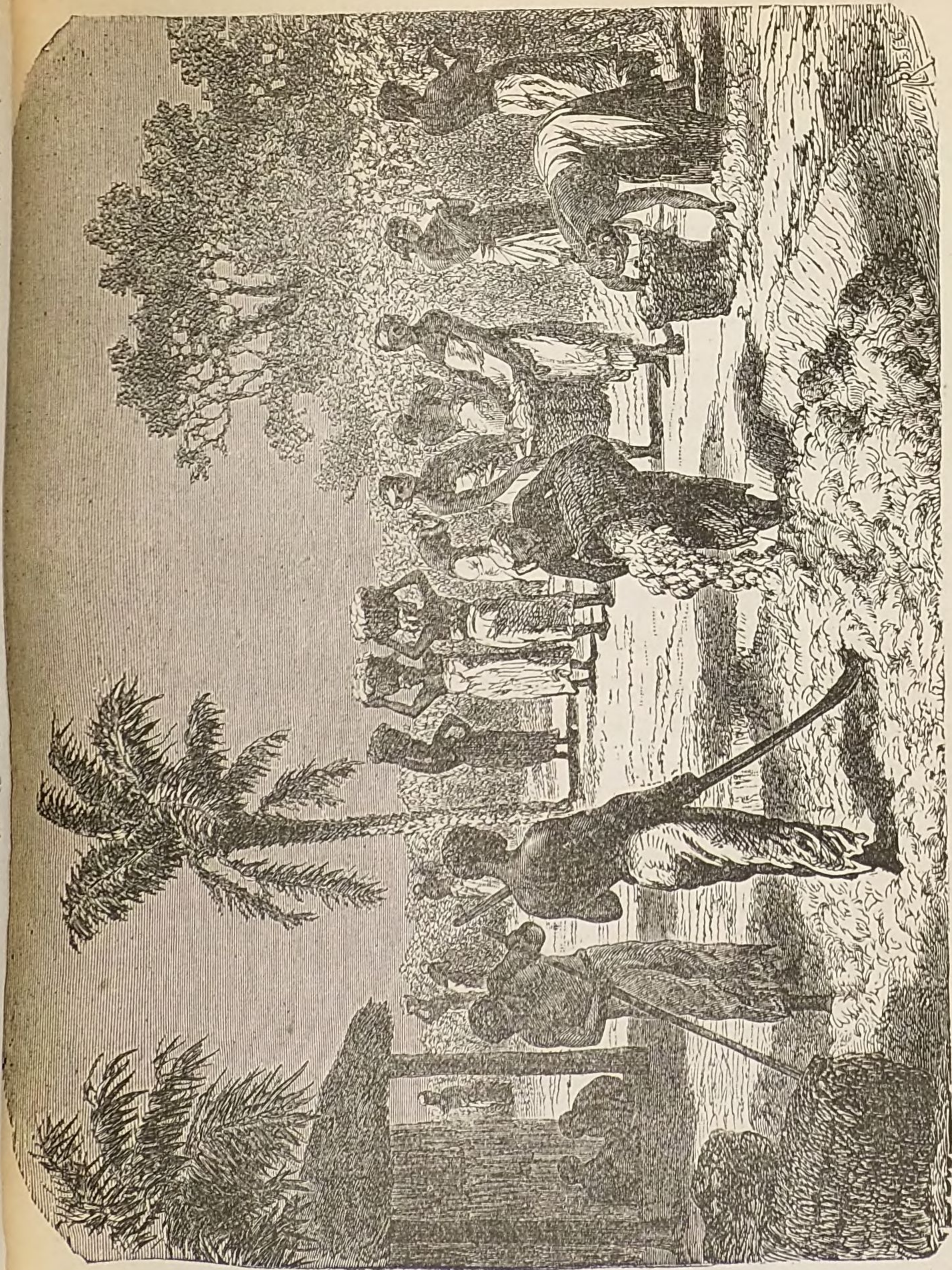
miles north of Asuncion. In this enterprise some of the oldest English merchants of Buenos Ayres have taken shares, and as the gold is found in surface washings the most sanguine expectations are entertained.

CAP. XLV.

ENGLISH TRAVELLERS.

At least a hundred travellers (independent of the aforesaid mining explorers) have visited various parts of South America during the present century, and published accounts of their travels. The earliest was Mr. John C. Davie, whose "letters from Paraguay" appeared in London in 1805. Besides the general travellers forming the subject of the present chapter there were men of science, (like Darwin, Bates and Wallace) whose labors were specially devoted to some branch of learning, and navigators, and engineers sent out to make surveys touching this continent. These 3 classes of travellers require separate chapters.

Mr. John Mawe was an enterprising English merchant who freighted a vessel with merchandize, in 1804, for the River Plate, having obtained a British trade license although the vessel carried Spanish colors. On putting into Montevideo and being discovered an Englishman he was thrown into prison and his property confiscated. After some time an old native lady obtained his release on bail. As soon as Gen. Beresford appeared in the River Plate the Governor sent Mr. Mawe 120 miles inland, to an estancia of Barriga Negra. Many of the estancieros had immense herds of cattle ranging from sixty to two hundred thousand head, which were tended by a "race of Paraguayan peons." The breeding of mares was chiefly to provide fuel, for which their carcasses were used, like sheep in Buenos Aires. Mr. Mawe visited St. Catherine's, which he describes as a garden of Eden, where you could purchase a good country-house, orangery and farm for 100 dollars. Proceeding overland from Santos to Rio he presented his letters to Count Linares, who procured for him permission to visit the gold and diamond field of Minas Geraes. He was greatly disappointed on his arrival at Villa Rica, which the inhabitants called Villa Pobre, seeing the squalid misery on all sides. At one time the "royal fifths" of these mines yielded the Crown a million sterling per annum. He visited the diamond-fields of Jequitinhonha from which the Government sent the stones to Amsterdam or London for cutting.



About 25,000 carats annually were sent overland to Rio, the distance being more than 500 miles. The largest stone was one found in 1810 and valued by the Regent at 3,000,000*l.* sterling, being over an ounce in weight. (Mr. John Mawe's travels in La Plata and Brazil, 8vo London 1812.)

One of the most remarkable Englishmen who visited South America was John Parish Robertson, who was born at Kelso, Scotland, in 1792. His father was assistant-secretary of the Bank of Scotland, and his mother, Juliet Parish, daughter of a Hamburg merchant. He began life, at 13 years of age, as powder-monkey aboard one of Admiral Stirling's vessels in the attack on Montevideo in 1806; his father having come out to establish a house of business in the River Plate. When Montevideo was evacuated by the British his father sent him home to Scotland, and proceeded to the Cape of Good Hope. In 1807 young Robertson, being then 14, sailed from Greenock for Rio Janeyro with two guineas in his pocket; one of them he sent back by the captain as a present to his mother. During 4 years he acted as a commercial clerk, first at Rio and afterwards at Buenos Aires, until he was sent by some merchants, in 1811, to dispose of a cargo of merchandise in Paraguay. Three years later he was joined by his brother William, but both brothers were soon after banished by Francia and obliged to remove to Corrientes. Here they pursued for two years a profitable business in hides,

being aided by an Irishman named Campbell, who held military sway under Artigas. John P. Robertson visited Scotland in 1817, established valuable trade relations with merchants in Liverpool, Glasgow, London, Manchester and Paisley, and during seven years carried on so extensive a commerce in the River Plate and Perú that he was able to return to Greenock in 1824 with a fortune of 100,000*l.* sterling, in a vessel of his own, and holding the character of Diplomatic Agent from some of the new Republics of South America. Being now 32 years of age he resolved to embark on still larger ventures, and got up the Scotch Colony to Buenos Aires, sinking all his fortune in the Monte Grande settlement. In 3 years the war with Brazil and Lavalle's revolution ruined his enterprise, and he returned almost penniless to England in 1830. Although nearly 40 years of age he entered Cambridge University as a student, and after 3 years retired to a cottage in the Isle of Wight to embrace a life of literary labors. Having about this time married a lady of fortune he was in comparatively easy circumstances for the remainder of his days. His letters on Paraguay and La Plata gained a world wide popularity, as also his brother's works on Mexico and other Spanish Republics. He was the first man to open trade with Paraguay, the first who sent a steamer into the River Plate, the first who established extensive relations with the West Coast, and the first who attempted agriculture on a large

scale in B. Aires. He died at Calais, November 1st, 1843, at the age of 51 years, having been for some time in declining health, perhaps caused by the hardships of his early life, when he often rode 100 miles or more in one day, as told in his interesting memoirs.

Alexander Caldcleugh, whose travels in Brazil, B. Ayres and Chile extended over 3 years (1819-21), was private secretary to the British Minister at Rio Janeiro. He estimated Rio to have 135,000 inhabitants of whom 5,000 were Europeans and 105,000 slaves. He says the masters treated their slaves with great kindness, and that free negroes constituted the worst class of society. The gold mines were very productive, those at Minas Geraes, yielding over one million sterling per annum. Some Chinamen had been imported to Brazil to grow tea, as many as 6,000 plants being raised, when the Chinamen sickened and mostly died, the rest being sent back to China. His chapter on Montevideo describes it as a village of 10,000 souls, the place being remarkable for handsome, well-dressed women. At Buenos Ayres he found the people friendly and hospitable. He rode across the Pampas to Mendoza, a city of 20,000 inhabitants at an elevation of 4,400ft. over sea level. He compares Mendoza wine to Málaga. Proceeding by the Portillo pass he crossed the Cordillera in 4 days, and saw at many places, in the snow, the plump carcasses of mules, quite perfect, which had lain there over a

century. He reached Santiago on the 8th day from Mendoza, and describes it as a very picturesque city; after which he visited several mines. Here his imagination ran riot upon the prodigious mineral wealth of the country; he speaks of "streams abounding in gold, which wander through luxuriant corn-fields, where the miner and the agriculturist converse upon the banks." He speaks of the Chilian women as remarkable for strength of character and superior enlightenment; and complains of the laziness of the lower orders, who will stand for a whole day around a fruit-woman's stall, betting whether the inside of a melon is white or red.

Lieut. Hibbert R. N. made a journey to Cordoba and San Juan in 1821, and on his return to England printed his adventures. The upper provinces were a 'terra incognita,' and the London Geographical Journal spoke highly of the explorations of this officer, who died shortly after, from the hardships he had undergone.

Mrs. Graham travelled in Brazil, Argentine provinces and Chile in 1822-23. She confirmed Capt. Hall's favorable report of the Chilian mines, and described Valparaiso as a city of 15,000 souls, although the German Schmittmeyer who visited it the same year did not think the population exceeded 3,500. Chile was in the hands of a few great land-owners: all the country for 96 miles between Valparaiso and Santiago belonged to three proprietors. Mrs. Graham was in

Brazil about the same time as Prince Max of Neuwied and Mr. Sellow. She visited the insurgent camp before Pernambuco, in company with two gentlemen named Dance and Glennie, and describes the rebels as very irregular, both cavalry and infantry. At Bahia she accompanied an English lady, Miss Pennell, to visit the principal native families, whom she found most slovenly in dress and household, although they turned out "en grande tenue" every afternoon. Gambling was the chief occupation of married ladies.

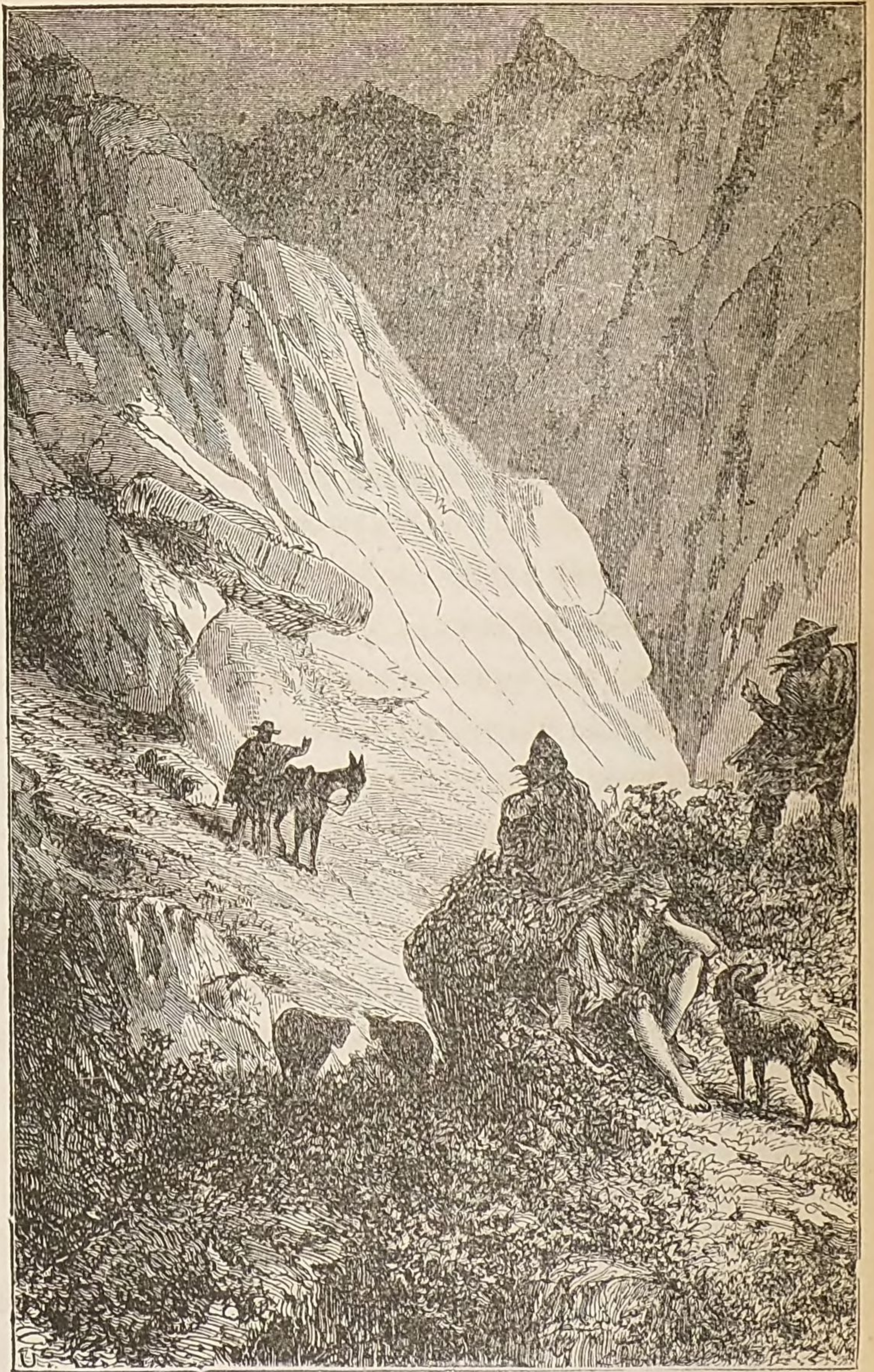
Among the travellers of the year 1824 was the ill-fated Alderman Rowcroft of London, who was murdered, by mistake, in crossing the Andes from Mendoza, as he wore his uniform of Colonel of London Light horse, and was probably taken for a Spanish officer.

Capt. John Dundas Cochrane R. N. who died at Valentia, Columbia on Aug. 12th 1825, of fever, was one of the most remarkable pedestrians that ever existed. After the peace of 1815 he walked all over France, Spain and Portugal, and in 1820 proposed to the Admiralty to explore the interior of Africa, in search of the source of the Niger. Meeting no encouragement and being still anxious to carry out his scheme, he formed the idea of selling himself as a slave to caravan merchants in Morocco or Timbuctoo, but was dissuaded by his friends. He then set out to trace the shores of the Polar Sea, on foot, carrying letters of recommendation from the Emperor Alex-

ander. In crossing Siberia he was stripped by robbers, but safely reached Kamschatka, and then retraced his steps to Europe, having traversed 6,000 miles and spent only one guinea. Having published his "travels in Russia," he came to South America to explore this continent, but died shortly after his arrival.

Lieut. Brand R. N. visited the River Plate in July 1827. At Mendoza he was undeterred by the snows of mid-winter and undertook to cross the Andes afoot. In some of the passes he saw mules many years dead in the snow, which looked quite plump, but were as light as cork or sponge. He found a courier who had died a few days before in crossing from Chile. The journey from Mendoza to Aconcagua took 11 days, the glass being often down to 17 degrees Fahrenheit. Lieutenant Brand met Col. Tupper in Chile, and afterwards went to Peru, where, he says, murders were of daily occurrence, the assassins enjoying entire impunity.

Lieut. Henry Lister Mawe R. N. was the first Englishman who descended the Amazon; the merchants of Lima and the Peruvian Government having encouraged him to undertake the journey. With the permission of the captain of H.M.S. Menai, he set out from Lima, accompanied by Mr. Hinde, in Dec. 1827, taking the route of Truxillo. Having descended the eastern slope of the Andes he found on the banks of the Napo a tribe of Indians called Inguas, and these



he considered descendants of the Incas who had fled from the destroying sword of Pizarro. Everywhere Messrs. Mawe and Hinde received friendly treatment, especially from Father Plaza of the Ucayali mission, and heard dreadful stories of the Mamelucos or hunters who went in quest of Indians to sell for slaves. Father Plaza told him that the Jesuits of the 18th century had 15,000 Indian families in their missions of the Napo. He said it was a fable that some of the tribes burned their parents after death and drank the ashes. There are amusing details in Mawe's book about tigers killing alligators and turtles, and other information about the Amazon valley.

Rev. Dr. Walsh visited Brazil in 1828-29, and on his return to England published a book on the horrors of slavery, which he said caused suicide and infanticide to be very common in Brazil; so much so that persons going to bathe often found corpses of negroes on the beach. He computed the population of Brazil as follows:—Slaves 2,500,000, Whites 850,000: total 3,350,000.

The number of slaves embarked in Africa for Brazilian ports in 1829 was 74,653, but only 70,074 reached their destination, the rest having died on the voyage. Dr. Walsh returned to England in H.M.S. North Star, which captured near the Line a famous slaver called Veloz Pasageiro, after a chase of 300 miles in 30 hours. There were 507 slaves on board, all branded like sheep, having been marked on

the breast with a red-hot iron, some of them chained by neck and legs, and packed so close that 55 had already died in 17 days since leaving Africa. In some cases the slaver captain had been unable to loose the fetters, and a live slave was thus chained to a dead one. Dr. Walsh's book intensified the feeling in England against so nefarious a traffic, which was suppressed in a few years by British vessels of war, in concert with the Brazilian Government.

Lieut. William Smyth's descent of the Amazon was accomplished in 1834. It happened H. M. S. Samarang was lying at Callao, when Lieut. Smyth obtained permission from the Admiral, and also from the Peruvian Government, to make a journey across the Andes and down the Amazon to Pará, with the view of studying the navigability of the watercourses of Peru falling into the Amazon. The British residents of Lima subscribed funds for the expedition, and on Sept. 20th 1834 Lieut. Smyth, accompanied by his fellow-officer Mr. Fred. Lowe, started for the Andes, which they crossed by the "Widow's pass," some 15,000 feet over sea level. They reached Cerro de Pasco, centre of a rich mining district, early in October, and rapidly descended the eastern slope of the Andes to the delightful valley of Huanuco, 6,300 feet above the sea, famous for its tropical luxuriance. The climate of Huanuco is the most equable on the face of the earth, there being hardly any perceptible

changes of temperature between day and night, winter and summer. Orange, citron and chirimoya flourish in perpetual verdure, although the region of perpetual snows is only 40 miles distant. The local authorities in vain attempted to deter the two Englishmen by stories of savage Indians and pathless swamps. Having reached the Huallaga valley they found valuable assistance from the Franciscan missionaries, who made the Indians help them on their journey. These Indians speak the same Quichua language as in the northern provinces of the Argentine Republic, and live on monkeys which they kill with poisoned arrows, through blow-pipes. Padre Plaza received the two Englishmen at the Ucayali mission with a salute of artillery and every kind of welcome. They afterwards stayed a month at Saracuyú, where the friars had a handsome church, the prior being an Italian, 40 years resident there. Embarking in an Igarite or covered raft, 45 feet long, the travellers descended the Ucayali, and entered the Amazon on March 6th 1835, being $5\frac{1}{2}$ months after their departure from Lima. The voyage from the mouth of the Ucayali to Pará was without incident. Lieut. Smyth's maps of the Amazon were most valuable and accurate.

Several books of travel have been published on S. America during the last 20 or 30 years, but they are (except that of Capt. Musters) rather the record of holiday excursions than of perilous explorations by flood and field.

Mac Cann's travels in the Argentine provinces and Uruguay, in 1846-49, contain much that is interesting about the history, manners and productions of these countries.

Mansfield's book on Paraguay and La Plata was published a few years later (1854) in London.

Mr. Hinchliff, a celebrated Alpine traveller, visited Brazil and River Plate in 1862, and published a lively series of "South American Sketches."

Major Rickard, mining engineer, issued in 1863 a narrative of his crossing the Andes, similar to what other Andine travellers have written.

Consul Hutchinson made a journey up the Rio Salado in quest of wild cotton in 1864, and published a book called "Argentine Gleanings," which was followed by another (in 1869) called "South American Recollections," with sketches of life in the River Plate. This author's best work is his "Two Years in Peru" (1873), in which country he was Consul after leaving the River Plate.

Mr. Ross Johnston, a London lawyer who visited Catamarca in 1867, is responsible for the book entitled "A vacation in the Argentine Alps."

Mr. Hadfield, editor of the *Brazil and River Plate Mail*, has published an interesting little work embodying his notes of travel in Brazil and La Plata (1868).

Captain Burton's 'Highlands of Brazil' describes his explorations of the valley of the San Francisco,

which river he descended in a canoe over 2,000 miles, to the great falls of Paulo Alfonso. His subsequent work on Paraguay (1869) turns chiefly on the campaign of the allies against Lopez.

In May 1869 two English officers named Webber and Wallace attempted to cross the Bolivian Andes at the pass of Tinogasta, 16,000 feet above sea-level, but were seized with a violent attack of 'puna' produced by rarefied air, at the height of 14,500 feet. They endeavored to return, but Webber died after descending about 1,000 feet, and his comrade buried him by the wayside. He had held him on the mule until Webber became delirious. Persons with delicate lungs often succumb to similar attacks. Capt. Webber was heir to large estates in England. Lieutenant Wallace recovered after some days, at Catamarca.

Captain Musters R. N. made valuable explorations in Patagonia during the years 1869-70, covering a period of 15 months spent by him among the Indians. He left Sandy Point, Straits of Magellan, in April 1869 and proceeded overland to Santa Cruz, where he joined the Indians and pushed across the continent to the foot of the Andes, through the Manzana country. He crossed the Rio Negro at Villarino rapids, and after a year's wanderings made his way to the Welsh colony of Chubut, and finally to Carmen de Patagones, from which place he sailed in a schooner for Buenos Ayres, arriving in this city in August

1870. His wanderings in Patagonia, over ground mostly unvisited by any white man, extended over 1500 miles. He estimated the Indians of southern Patagonia at 2,000 souls, including 500 fighting-men. His adventures were published by John Murray, London, 1871, and Sir Roderick Murchison introduced Capt. Musters to the R. Geographical Society with the remark that "he had performed the most hazardous journey of all men living except Dr. Livingston." He speaks kindly of the Indians, who treated him with great respect, but were unwilling to let him leave them, and he only escaped by a "ruse." He made a second visit to Patagonia in 1873, and afterwards went to Bolivia, where he married, but in 1876 took his family to England, where he now resides.

The Hon. Evelyn Ellis travelled over a portion of Patagonia, from Sandy Point to Santa Cruz early in 1877. Starting from Sandy Point on January 3rd with his English servant and five Chilian attendants he reached the head-waters of Santa Cruz, at foot of the Andes, in the end of January. The country was covered with prickly bushes that lamed the horses. He met a tribe of Indians at Fitzroy's lake; the Cacique and his people treated him with politeness. He describes the view around Fitzroy's Lake as the most superb on the face of the earth; nothing to equal it in Japan, Java, Persia, Brazil or Europe. An irregular chain of mountains averaging 3,000 feet runs along the south shore; that on the northern varies

from 2,400 to 4,600; and on the western side Mount Stokes rises to 6,400 feet; while the snow-clad peaks and glaciers of the Andes form a magnificent background to the picture. This lake is fully 100 miles south of Biedma's. It is about 120 miles in circumference, and 15 in the widest part; the north end is in 50.17 S. Lat. and the south in 50.43. Here he stayed 14 days, making frequent efforts to find some means of crossing over to Chile, but was always defeated by the 3 rivers flowing into the lake, which are fed by icebergs. For some days before reaching Sandy Point Mr. Ellis lost a horse every day, dying on the plain from exhaustion. He had travelled for 45 days, out of 60 since his departure. and returned to Sandy Point early in March.

Mr. Alex. Johnston, an Englishman resident in Peru, has made in the present year (1877) a toilsome journey up the Amazon and across the Andes to Lima.

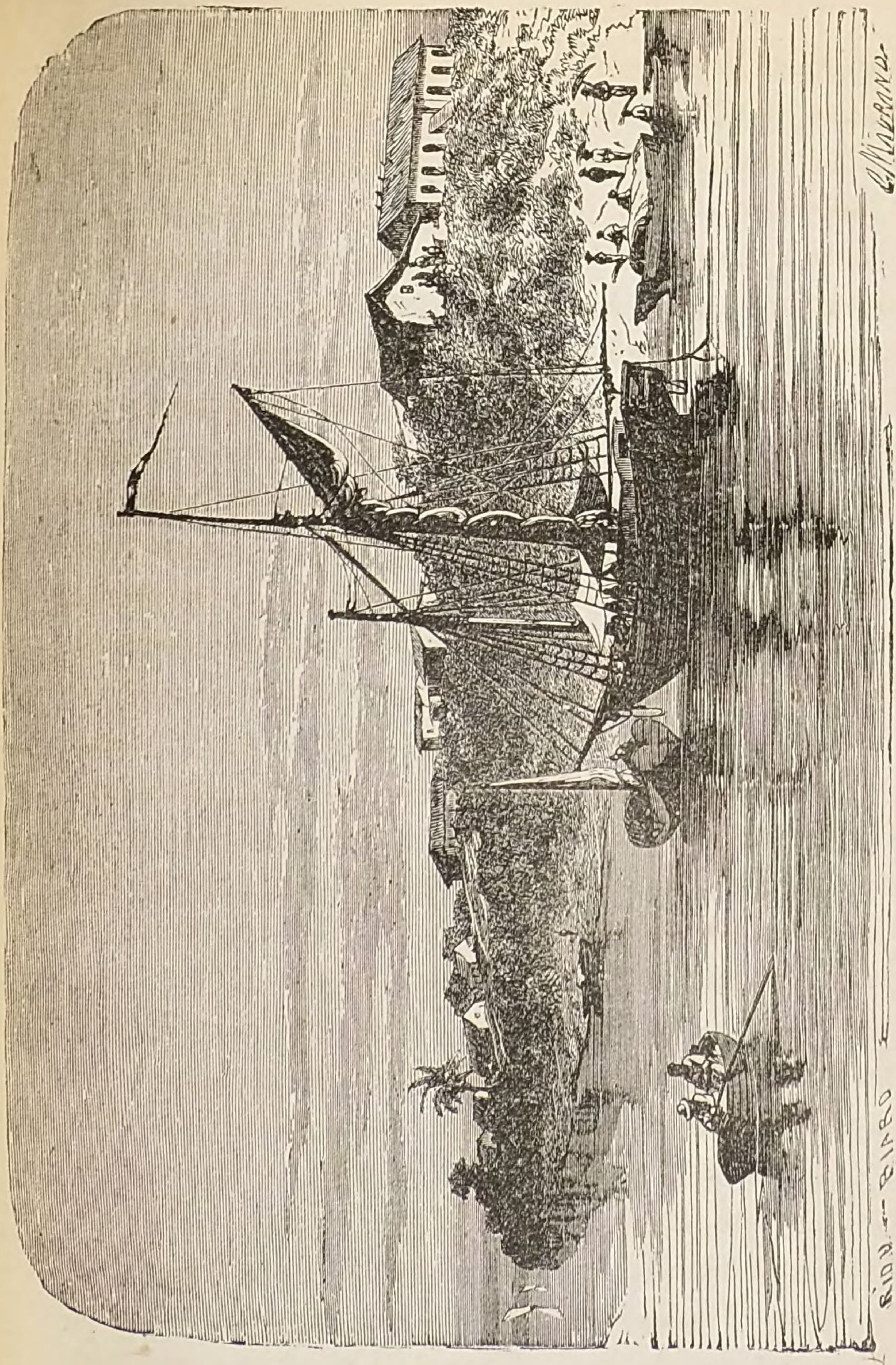
Mr. James Wells C. E. descended the Tocantins, in 1875, and explored most of the country between the San Francisco and the Amazon.

Mr. Dance has recently published an interesting work on Venezuela, the fruit of 4 years residence in that republic.

Finally I may be permitted to mention my own "travels in Rio Grande do Sul" (1871) among the German colonies, which was favorably received in London owing to the novelty of the subject; and my wife's journey to Matto Grosso (1876), published by

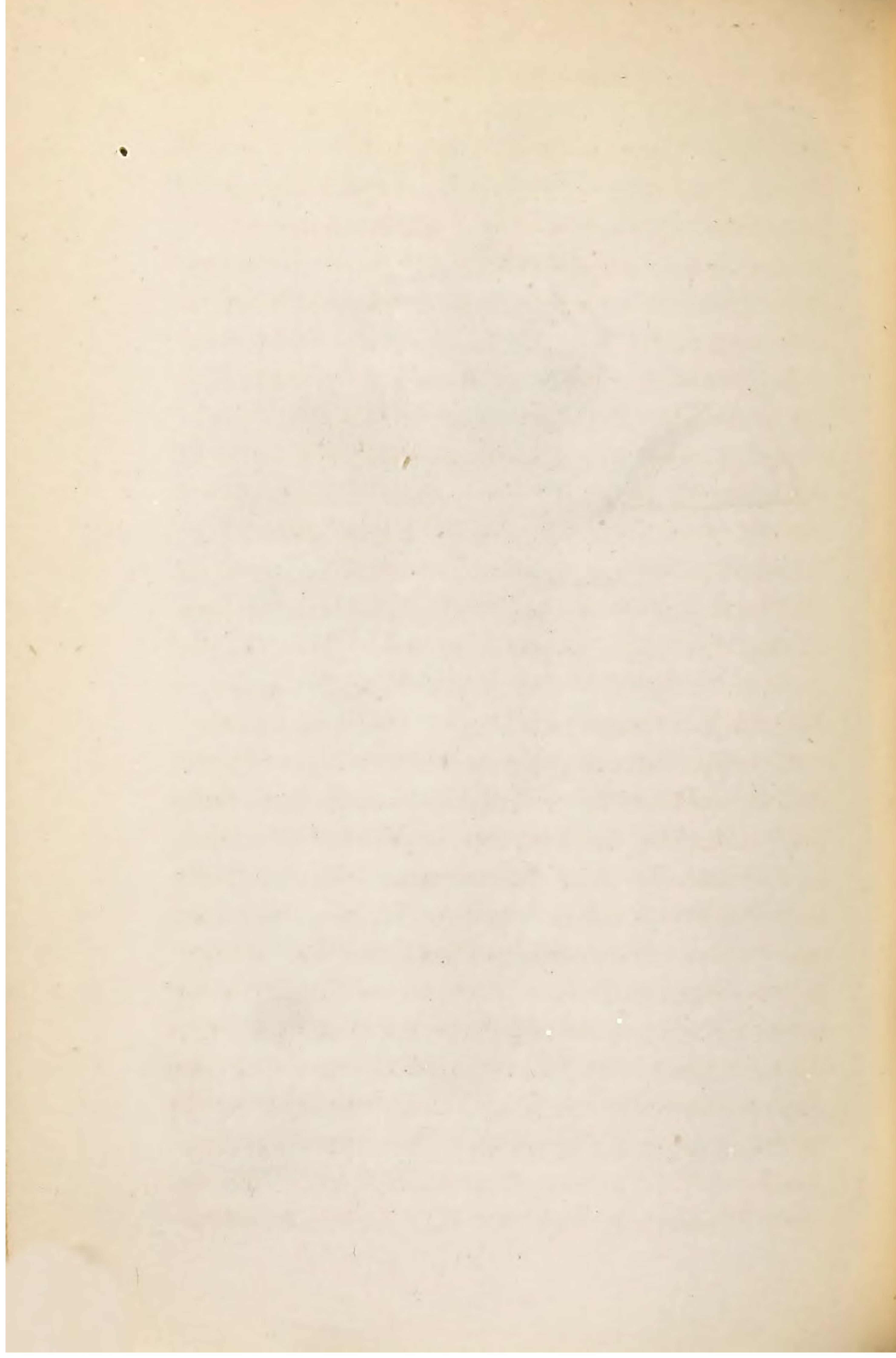
Ed. Stanford, London, remarkable for the circumstance that she was the first Englishwoman ever seen in the capital of Matto Grosso, 2,000 miles from either the Atlantic or Pacific seaboard.

Besides the above English land-travellers in this continent there were in recent years 3 yachting cruises in S. American waters. Capt. Hanham and his wife, in the yacht Themis, visited Buenos Ayres in 1864; he was the first yachter to go through Magellan's Straits: his wife died on the return voyage from the Pacific. Mr. James Ashbury came to the River Plate in his yacht in 1874. Mr. and Mrs. Brassey, in the yacht Sunbeam, touched here in 1876, on their voyage circumnavigating the globe.



W. H. WARD

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CAP. XLVI.

MEN OF SCIENCE.

Charles Waterton, was one of the most notable English naturalists who have visited this continent. Leaving his ancestral home of Walton Hall, he sailed on his first expedition in 1804 for Demerara, where his father had large estates, and during eight years travelled extensively through Guiana, collecting samples of the Wourali poison, one of the most deadly prepared by the Indians, and making a collection of stuffed birds. So successful was he, and so pleased with the perils and hardship of his journey in Indian wilds, that he made two subsequent explorations in 1816 and 1820, and returned to England the last time laden with spoils of the chase and spe-

cimens of ornithology. The Customs-authorities at Liverpool seized his eggs, and when a Government order arrived for their release it was found they were all spoiled. On publishing his 'Wanderings' he was at first subjected to much criticism for claiming to have slain a python, and ridden a crocodile on the river Essequibo. The latter dangerous feat was witnessed by hundreds of fear-stricken spectators, and he admits that he had some difficulty to keep his seat, but says 'I had often ridden with Lord Darlington's hounds, and was accounted a good rider.' He was no less remarkable for his personal daring than his kindness to animals, and his park was full of all manner of strange birds, beasts and fishes. He lived to an advanced old age.

Doctor Joseph Redhead, who came to S. America in 1809 and resided for many years in Salta, was a man eminent for his learning and his labors. He was corresponding member of several scientific societies in Europe. Various treatises on medical subjects, the geology of Bolivia, the heights of the principal mountains in the Andes the properties of indigenous plants, and the biographies of Generals Belgrano, Arenales and Guemes, bear testimony to his talents and industry. He was educated at the College of Edinburgh, under the celebrated Professor Cullen, and graduated as M. D. in that University. He then proceeded to Goettingen, where he was a fellow student of William the Fourth, and again took doctor's

degree, in 1785, having studied under the learned Blumenback and Stoy Meyer. Leaving Goettingen, he travelled through Italy and Russia, and, coming to Paris in the revolution, was with a number of his countrymen, thrown into the Bastille. Being liberated after an interval of 14 months he left Europe for South America in 1809, in the suite of the Viceroy Cisneros, whom he accompanied from Buenos Ayres to Peru, where he studied the geology, of the country and was the first to make known the heights and latitudes of the mountains of Potosi and Illimany, and others forming the grand chain of the Cordillera. Previous to 1823, Chimborazo was considered the highest peak in the Cordillera; but Doctor Redhead found by measurement that it was 300 feet less than Illimani, the giant of the Andes. He also found that the great plateaus in these regions, with an average elevation of 14,000 and 15,000 feet above the level of the sea, consist of gravel plains, composed of sand, debris, volcanic scoriae &c. and boulders. These statements have been confirmed by the geologists Forbes and Pentland, at a meeting of the Geological Society in London. After some time he settled in Salta, and made it his adopted country. Here he passed 50 years in medical and scientific studies: dying in December 1840 at a very advanced age, beloved and regretted by all the inhabitants.

Charles Darwin was appointed naturalist to Capt. Fitzroy's expedition in H. M. S. Beagle, which left

England on 27th November 1831. At Rio Janeyro, during a stay of 3 months, he made a large collection of insects. After touching at Maldonado the Beagle proceeded to Bahia Blanca, from which point Darwin made numerous excursions, visiting Gen. Rosas in his encampment on Rio Colorado, and making sundry scientific discoveries, such as remains of the Megatherium, Megalonyx, Mylodon, Macrauchenia, Toxodon and other antediluvians, chiefly found at Punta Alta. He then rode overland, by way of Sierra Ventana and Tapalquen, to Buenos Ayres. Proceeding to Santa-Fé he made further geological explorations, and after a short tour in Banda Oriental sailed again for Patagonia. Off the bay of San Blas (in Dec. 1833) the Beagle was surrounded by countless myriads of butterflies, as far as could be discerned with the telescope and as thick as a snow storm. At Port San Julian Darwin found strata of monster oyster-shells, over a foot in diameter. The Beagle next visited the Falkland Islands, and anchored at Valparaiso July 23rd 1834, when Darwin proceeded to inspect the hot-springs of Cauquenes, the floating-islands of Lake Tagua, the Bell of Quillota mountain and other remarkable places. A description of the terrific earthquake at Concepcion and Talcahuano, only a fortnight previous, is one of the most interesting chapters in his book. He says that these cities appear to occupy a portion of country which may be described as a lake of fire twice the size of the Black Sea, with a thin covering

of earth. From Chile he went to Peru, where he examined the pre-historic mummies and the remains of the Incas. On returning to England in 1836 he published the result of his investigations, during 5 years, which were considered so valuable that the President of the Geological Society said "it was the most important event that the scientific world had witnessed for many years."

Dr. Gillies of Mendoza devoted much attention to the physical geography of Andine regions, and is mentioned by De Moussy and other geographers as an eminent authority on the various Andine passes to Chile. He was a young Scotch physician, who came to Mendoza suffering from a severe pulmonary affection, and finding benefit from the climate settled down here. During many years he explored most of the Andine passes and adjacent country: he sent botanical collections to Sir William Hooker, and samples of ores to the College museum at Edinburgh. His narrative of journey in the Damas and Planchon passes, in 1827, is quoted by Parish as that of the first Englishman who explored same. Gillies preferred the Uspallata pass, by which he considered the distance from Mendoza to Santiago to be 321 miles, the highest part of the road being 12,530 feet over sea-level.

Joseph Barclay Pentland was sent out to South America by the Geological Society of London in 1825, for the purpose of taking the heights of the principal

mountains in Bolivia and Peru, and for other scientific pursuits: he ascertained that the height of the mountain of Potosi in Bolivia was 15,970 feet above the level of the Pacific Ocean, and made a collection of metals from these celebrated mines. He was appointed Secretary to the Consulate Gen. in Peru in 1827 and Consul General in the Republic of Bolivia in 1836, which appointment he held till 1839.

Sir Robert Schomburg, member of the R. Geographical Society, may be regarded as the discoverer of the gigantic water-lily known as *Victoria Regia*. He collected specimens in the river Berbice, in 1837, and sent them to England, where a full account of this wonderful plant was published in 1838. It had previously been mentioned by Humboldt, Dorbigny and Poeppig. The first seeds were introduced into England in 1846 by Mr. Bridges, from Bolivia, and planted at Kew, from which a plant was afterwards sent to Chatsworth. The leaves are 16 inches in circumference, and so strong that a young lady was placed sitting on one at Chatsworth, without its breaking. Sir R. Schomburg also discovered several remarkable palms in British Guiana, not before known to botanists. His travels were published at London in 1840.

Mr. Bridges, above-mentioned, travelled some years in Bolivia and made ornithological collections, including specimens not before known in Europe. Mr. Swainson published in 1839 a fine illustrated work on the birds of Brazil.

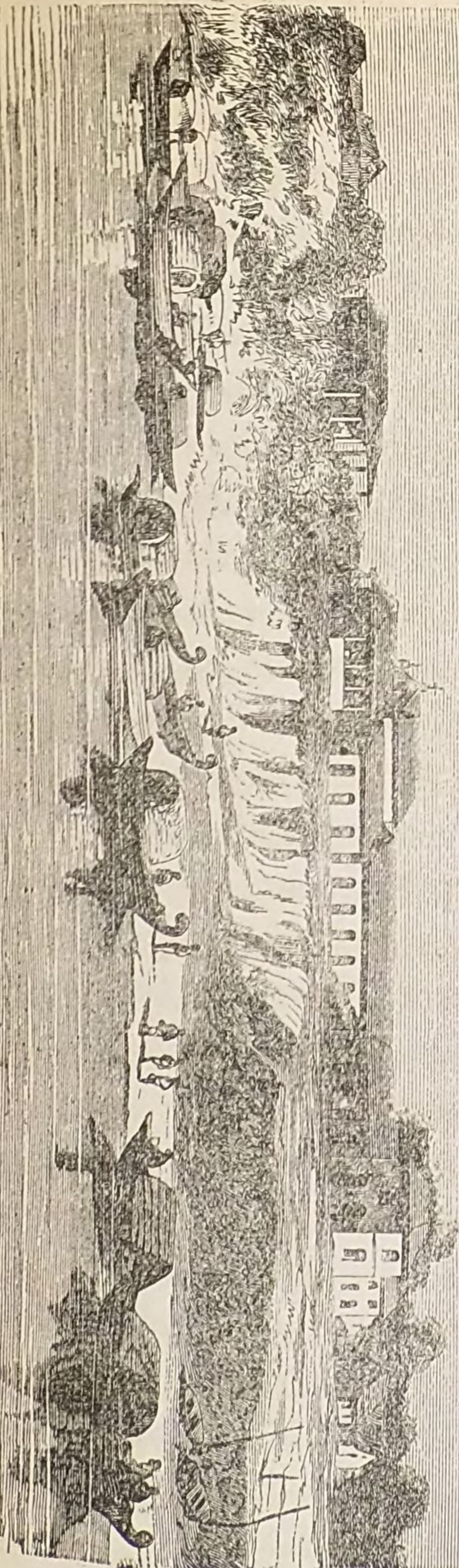
Dr. Gordon, who resided forty years at Cordoba and acted as British Vice-consul there, was an indefatigable geologist and made extensive researches in the Sierras of Cordoba. He never published his labors, but we believe his manuscripts are preserved, as also his extensive library. He died in Dec. 1870. There is mention in the B. Ayres papers of Dec. 1842 of a scientific expedition to Paraguay by Messrs. Gordon and Barclay, but it does not appear whether the first-named was Dr. Gordon: both travellers were seized by the tyrant Francia and expelled from Paraguay.

Dr. Scrivener accompanied Gen. Paroissien's mining expedition to Potosi in 1825, and was afterwards Inspector of the military hospitals at Lima and Chorrillos. In 1857 he was private secretary to the British Plenipotentiary at Paraná, and afterwards Acting Consul at Buenos Ayres. His services during the cholera at Las Conchas were rewarded with the thanks of the Government of Buenos Ayres and a gold medal. In 1871 Governor Castro requested him to collect medical works in Europe, on Yellow fever and Quarantine laws. His contributions to medical science have appeared in the *Medical Times*, upon yellow fever at Lima, Buenos Ayres and Montevideo. His papers on the Andine Heights and the Sierras of Cordova, as a cure for pulmonary consumption, have been translated into French, Spanish and Italian: His latest papers in the *Medical Gazette* treat of the Cascarilla and the Coca of Peru.

Doctor Gardner, who was a pupil of Sir William Hooker at Glasgow, and obtained through his influence the necessary funds for a journey of botanical research in Brazil, has left an interesting account of 8 years spent in exploring the forests of the interior. He sailed from Glasgow in 1836, spent two years on the seaboard between Rio Janeyro and Pernambuco, and then plunged boldly into the heart of the continent. Starting from Aracaty in the 5th parallel of S. Lat. he passed 3 years in traversing the country south and west to an extent of 10 degrees of latitude and 12 of longitude. His book is chiefly on the flora and products of Brazil. He visited a plantation of the ex-regent Feijó at San Paulo, where there were 20,000 Chinese tea-plants; the flavour was hardly distinguishable from that of Souchong, but the cultivation was subsequently abandoned because it did not give half the profits of coffee. Dr. Gardner everywhere met with hospitable treatment, and invariably found the slaves well treated and happy. He was afterwards director of the Botanical Gardens at Ceylon. His book attracted much notice on its publication in London, in 1846.

Mr. Edwards, who visited the Amazon in 1845, was one of the first who published details about the india-rubber industry. He mentions in one place he saw a man get regularly two gallons of milk from 120 trees every 24 hours, this quantity sufficing to make 10 pair of shoes. The shoes were made by the

Alou River



C. M. Warren.

man's daughters, each pair taking about 5 minutes, being made on lasts imported from the U. States, and then put to dry in the sun. Whatever rubber is not used for shoes is exported to the U. States from Pará.

William Henwood F. R. S. came out to Brazil in 1848 as superintendent of the Banaral gold-mines. Some of his letters to Sir David Brewster treat of the natural phenomena of Brazil.

Clements Markham has during the last twenty years contributed valuable works to the history of this continent before the Spanish Conquest. In 1856 he published a book on Cuzco, the city of the Sun; which was followed by another on Peru, in 1862. Finally he translated from the Spanish, in 1872-73 the historical records bearing on the empire of the Incas and the conquest by Pizarro.

Mr. Bollaert, who in his youth served in the Miguelite war in Portugal and afterwards came to South America, is favorably known for his writings on the language and antiquities of the pre-historic races of this continent.

H. W. Bates, the present secretary of the R. Geographical Society, has immortalized his name by his researches in the Amazon country, during 11 years. He left England in the beginning of 1848, in company with Mr. Wallace. on a joint scientific tour of Brazil, but his companion returned home in 1852, and he was alone in his pursuits during the 7 years following.

When he finally reached England in 1859, after so many years in an exhaustive climate his health was so broken that 4 years elapsed before he gave to the public his interesting researches. He made collections of 1,000 kinds of butterflies, besides 13,000 other insects, 140 reptiles, 360 birds, 120 fishes and 52 mammals, which have caused him to be regarded as a second Linnaeus. Naturalists have give the name of *Callythea Batesii* to a gorgeous butterfly, one of those discovered by him.

Alfred Wallace also made natural collections in the Amazon, Tocantins and Rio Negro, and his book furnishes varied information about the habits, antiquities and language of the Indian tribes. He sailed from Pará for England in the brig *Helen*, July 12th 1852, but after 25 days the vessel went afire, and all on board were glad to save themselves in the boats; the whole of Mr. Wallace's collection being destroyed in the flames. The nearest land was Bermuda, 700 miles distant, and thither Captain Turner steered the boats. Happily on the 10th day (August 15th) they were picked up by the *Jordeson*, Captain Venables, from Cuba bound for London, being then 200 miles from Bermuda. On the 1st October Mr. Wallace safely landed at Deal, "glad to tread once more on English ground."

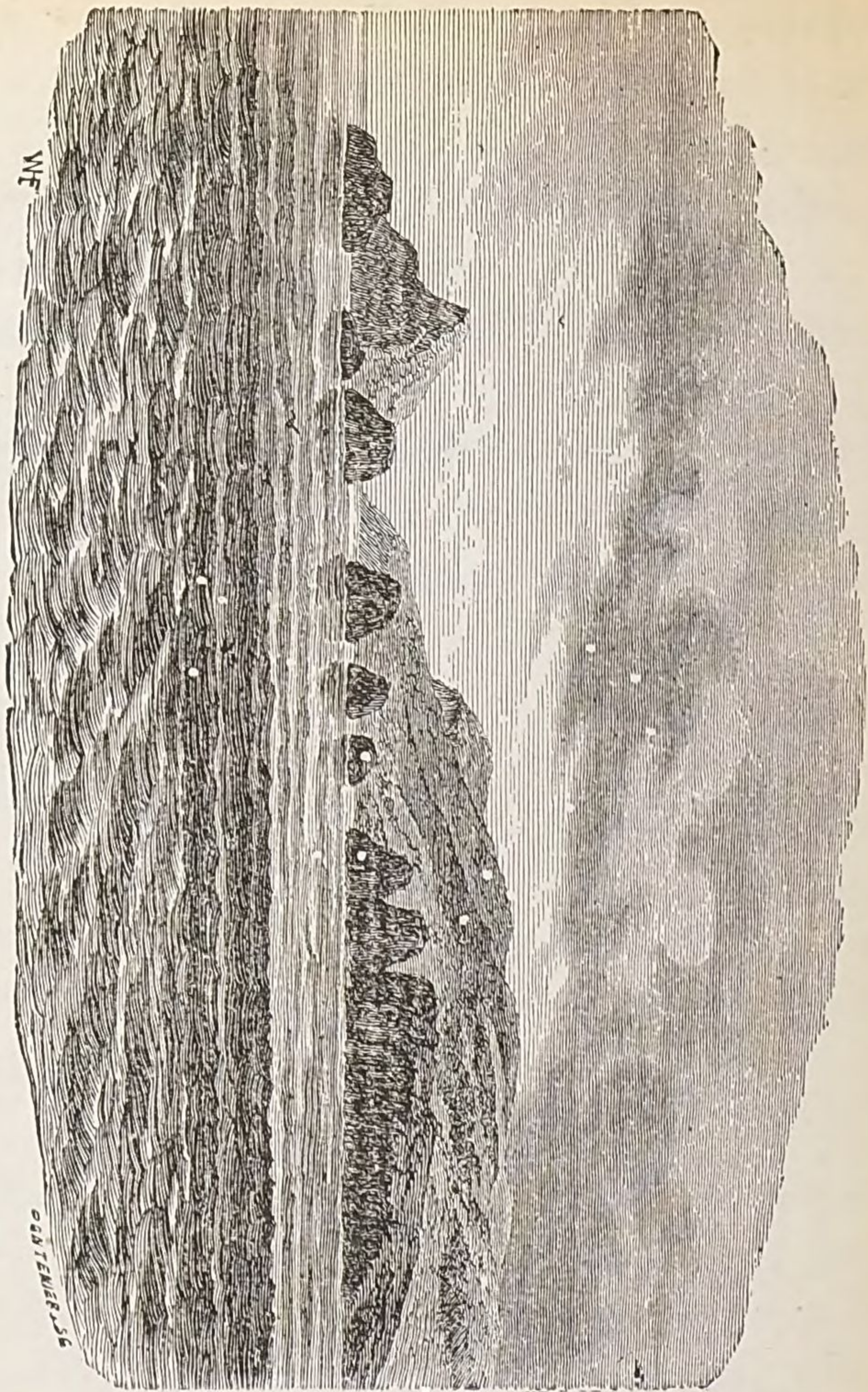
Charles Twite, F. R. G. S. came out for Pres. Lopez in 1864 to survey the mineral resources of Paraguay. The war breaking out a few months later his studies

were rudely interrupted, and Lopez compelled him to take charge of an establishment for making gunpowder. After the war he returned to England, and accepted an engagement from the Kings of Siam, remaining a couple of years in that country. He re-visited Paraguay and La Plata in 1875, and was commissioned by the Montevidean Government to make a geological survey of Banda Oriental, which he completed in Oct. 1875. He reported the old lead mines of Minas as no longer worth working; and formed an equally unfavorable opinion of the copper-mines of Soldado, abandoned since 1855. He found iron in many places, the best being that of Giant's Stone, on the Sierra Campanero. At Cerro Largo he came upon a continuation of the Candiota coal-fields (frontier of Rio Grande); and concluded his report by saying the Banda Oriental abounded in minerals, but the success of any mining enterprise must mainly depend on the mode and comparative expense of working. He then returned to England.

Charles Ledger, a native of London, who has resided 33 years in South America, is well-known for his labors in introducing and acclimatizing the alpaca and guanaco in Australia, for which he received the thanks of Parliament and a donation of 2,000*l.* sterling. The Bolivian Government threw every obstacle in the way of exporting these animals, and even forbade it under penalty of death, but Mr. Ledger evaded pursuit, and contrived by degrees to take

the alpacas and llamas from one valley to another, varying in temperature, until they were in condition for the voyage to Australia. He returned to S. America in 1870, and settled at Salta, but is now about to remove again to Australia, being named Argentine Consul at Melbourne.

Professor Kyle, of the National College, B. Ayres, enjoys a high reputation in experimental chemistry. He was recently presented with a service of plate by the British merchants of this city for his efforts in carrying out the Law of Trade Marks.



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CONTINUED

CAP. XLVII.

SURVEYS BY SEA AND LAND

Capt. Weddell's expedition in 1822 was the first seen in the South Atlantic since that of Vancouver a quarter of a century before. It consisted of two vessels—

brig Jane, 160 tons, 22 men, capt. Weddell

cutter Beaufoy 65 do., 13 do., do., Brisbane

The vessels had provisions for 2 years, and orders to explore the seas about Cape Horn as far as the South Shetlands. At 69 degrees south they were surrounded by icebergs, Capt. Weddell counting as many as 66. Pushing further south, to 74 degrees, he found the sea covered with blue petrels: he went 3 degrees farther south than Capt. Cook, and discovered that the idea of the approach to the South Pole being

colder than the North was a mere delusion. After many valuable surveys south of Cape Horn, he returned with his two vessels to England in 1824.

Captain (afterwards Admiral) King was sent two years later with two vessels to make a survey of the coasts of South America from the mouth of the River Plate to Cape Horn, and along Terra del Fuego to the island of Chiloe, on the West Coast. He had previously become famous by his Australian charts. It was early in 1826 when the two vessels were put in commission; the *Adventure* 330 tons, and the *Beagle* 235, the latter carrying 6 guns and commanded by Capt. Pringle Stokes. They left Plymouth on May 22nd, and having touched at the Canaries and Rio Janeyro reached Maldonado on Oct. 13th. King's instructions were to begin surveys from the mouth of the River Plate and proceed southward, but he wisely considered it more expedient to commence with the inclement southern sea while his vessels were still strong and his men fresh for the labors before them. On Nov. 18th he landed at Cape St. Helena, on the Patagonian coast, and found some traces of Malaspina's nautical observatory in 1798. The surveys had favorably progressed for 3 months when a sad accident deprived King of one of his best officers: Mr. Ainsworth and 2 sailors were drowned while crossing the strait of Port Antonio:—

“Ours are the tears, though few, sincerely shed

“When ocean shrouds and sepulchres our dead.”

In the following year (1828) another calamity befel the expedition, in the suicide of Capt. Stokes, who had been for some time a prey to anxious fears and continued ill health. Lieut. Skyring was now put in command of the *Beagle*, until the arrival from England of Capt. Fitzroy, when Skyring became second under him, and Lieut. Graves obtained the same rank in Capt. King's vessel. After 4 years of constant labor, especially in the dangerous channels of Magellan's Straits the two vessels returned safely to England, reaching Plymouth in Oct. 1830. Capt. King published the surveys in 1832. On retiring from the navy he went back to his native country, Australia, where he entered the Legislature and rendered good service as a statesman till his death, which occurred at Sydney in 1855. He was the only Australian who has risen to be a British Admiral. His father was Governor of New South Wales.

Capt. Fitzroy brought home in the *Beagle* 4 Fuegian Indians and placed them in a school at Walthamstow; they were known as York Minster 26 years, Boat Memory 20 do., Jemmy Button 14 do. and Miss Basket 9 years.

The second died of small pox at Plymouth Hospital, and was much regretted, as the most docile and amiable of the party. They had all been seized as reprisals for a boat stolen by their people, and Captain Fitzroy promised to return with them to Tierra del Fuego. King William IV. and the Queen took much

interest in them, but Fitzroy was unable to prevail on the Government to send out another expedition. He therefore chartered the brig John, of London, to carry himself and 4 others to Cape Horn. The Admiralty on hearing this generously gave him his old vessel, the Beagle, to carry out his great project of completing a chain of meridian distances round the earth. As he was also desirous of making geological and botanical observations he had the good fortune to prevail on Mr. Charles Darwin (grandson of the poet), a young man who already gave great indications of talent, to accompany him. On December 15th 1832 the Beagle sighted Cape San Sebastian, in Magellan's Straits, and some painted Indians, wearing skins, were seen running along the shore. York Minster and Jemmy Button wanted Capt. Fitzroy to fire at them, saying they were bad men. Here Fitzroy tells us the reflection forced itself upon him that when Cesar came to Britain he found Fitzroy's ancestors painted and dressed in skins like these Fuegians. The Beagle came to anchor in the Bay of Good Success, Feb. 1833, when Minster, Button and Miss Basket were restored to their friends. "I was flattered," says Fitzroy, "at the thought that many a poor shipwrecked seaman may find a friend and protector in the Fuegians whom I had educated in England." Two years were spent in surveying the Patagonian coast. In April 1834 Capt. Fitzroy with 25 men in 3 boats ascended the river Santa Cruz for 16 days,

a length of 140 miles; and arrived at a point only 60 miles from the Pacific.

The Beagle left Talcahuano in April 1835 for Copiapo and Callao, after visiting which places Fitzroy steered across the Pacific to Otaheite, making the meridian distances as he proceeded in his circumnavigation of the globe. On its completion he found it summed up 24 hours 33 seconds, being therefore 33 seconds wrong; which he deducted at Otaheite, as having probably occurred in crossing the Pacific. The Beagle safely reached England on October 2nd 1836, having only lost the purser in a voyage of 5 years. The discipline throughout was admirable, and Captain Fitzroy's care incessant: he speaks with great modesty of his labors, which had now extended over 9 years, and were considered of such value that the Royal Geographical Society conferred on him its gold medal "for the first chain of meridian distances round the earth, and complete surveys from the River Plate to Guayaquil." Professor Darwin, in his *Journal of Researches*, speaks in the warmest manner of the friendship and zeal of Capt. Fitzroy.

In the narrative of the Beagle we find particulars respecting the loss of H. M. S. Challenger, on May 19th 1835, off Mocha, on the coast of Chile. She had been making surveys for 3 years in the South Pacific, and her commander, Capt. Seymour, was a most experienced officer. Some ascribed her loss to currents, others to submarine convulsions, as a fear-

ful earthquake shook the Chilian seaboard about this time. Only two men were lost, of the Challenger's crew.

In 1846 Capt. Sullivan R. N. made elaborate surveys of the Paraná and Uruguay, as high as Corrientes and Paysandú, from which Sir F. Beaufort framed a beautiful series of charts. These surveys are described in Capt. McKinnon's book on the Paraná (1848), wherein he also gives the log of his vessel, H. M. S. *Alecto*, in a trip of 39 days from Montevideo to Corrientes and back.

H. M. S. *Nassau* was three years engaged in surveys in Magellan's Straits and the waters of Patagonia and Tierra del Fuego, from 1866 to 1869. An interesting narrative was published at Edinburgh, in 1871, by Doctor Cunningham, naturalist of the expedition; giving full details of the fauna and flora, as well as the geological features, with numerous illustrations.

Subsequent partial surveys have been made at Chubut and other parts of the south-eastern coast by H. M. S. *Cracker*, Commander Buckle, and H. M. S. *Volage*, Capt. Fairfax. These vessels visited the Welsh colony of Chubut in 1875 and 1877.

Land surveys in this continent have been almost exclusively connected with proposed lines of railway. In every case the explorers have added to the knowledge, more or less limited, that we previously possessed of the regions traversed in their toilsome and dangerous journeys.

Robert Crawford led an expedition from B. Ayres in November 1871 across the Indian pampas and over the pass of Planchon, in the Andes, to survey an overland railway to Chile. He followed portion of the route taken by De La Cruz in 1806, and safely reached the Chilean sea-port of Curicó in March 1872, having lost only 2 men of his party. He found the highest point of the Planchon pass to be 8,225 feet over sea-level, distant 830 miles from Buenos Ayres and 274 from Valparaiso. Chile would have to construct 59 miles of railway to connect the Planchon summit with her existing railway system. Buenos Ayres would require a line of 730 miles from her western terminus at Chivilcoy, to meet the Chilean end at Planchon. The plans show 15 tunnels and 2 viaducts; the steepest incline being 1 in 20, and the sharpest curve 574 feet radius. The surveys were defrayed by the Buenos Ayres Government, at a cost of 40,000*l.* sterling. Mr. Crawford's name is, moreover, favorably connected with railways in these countries, such as the Great Southern in B. Ayres and the Central Uruguay, constructed under his supervision, for London contractors.

William Lloyd and Captain Palm commenced in July 1872 the surveys for a proposed railway from Curitiba, on the Atlantic, to the inland province of Matto Grosso, for which the Brazilian Government had given the concession to Viscount Mauá, Doctor Cochrane, Dr. Reboucas and themselves. The sur-

veys extended over a thousand miles of Indian country and unexplored forests, and were completed in 3 years, without any hostility from the Indians. Capt. Palm died of fatigue at the completion of his labors, having just reached Cuyabá; and an engineer named Charles Veal also succumbed to the hardships of the journey. Mr. Lloyd's estimates are 7 millions *l.* sterling, the line to be partly rail, partly river, in 3 sections, viz.:

Curitiba to Coroados, rail.	363 Miles
Coroados to Ivinheima, by steamer	469 —
Sete Voltas to Miranda, rail.	168 —
	=====
	1,000
	=====

The steam navigation would follow the rivers Ivahy, Paraná, Ivinheima, and Brilhante, which are navigable for steamers of 3 feet draught. The greatest points of elevation to be crossed by the railway are, Serrinha dos Capados, 3,000 feet, and the Serra de Ribeyra, 500 feet higher. The line would touch the rapids of Sete Quedas, where 7 rivers converge, navigable for 1300 miles in the aggregate. A forest of araucarias in one place covers 400 square miles, and Mr. Lloyd found trees measuring 150 feet high and 20 around the trunk. Three of the concessionaires, Doctor Cochrane, Dr. Reboucas and Captain Palm, died before the surveys were completed, and it is doubtful

now if the line will be made, there being a rival project from San Paulo to Matto Grosso.

John and Matthew Clark, who made the line of telegraph communication from Chile to the Argentine Republic, are now engaged in pushing a project for a Trans-Andine Railway from Mendoza by the Uspallata pass to Santa Rosa, in Chile. The telegraph works were commenced in November 1870; the line was 740 miles long, of which 60 miles on the Chilian, the rest on the Argentine side. There are two snow-cables, of 30 miles length, which were carried up piecemeal, on the backs of mules. Snow-storms stopped operations from May till September, John Clark and his men being all the time snowed up in the 'refuge-huts.' The works were fully completed in Feb. 1872. Mr. Clark has crossed the Andes over 40 times, by different passes. In Sept. 1872 Mess. Clark obtained a concession from the Argentine and Chilian Governments for the trans-Andine railway. The surveys were made by Mr. Waring Davis and a corps of assistant engineers in 1873-74, and during the progress of the work they suffered terribly from cold and privations. The surveys shew the line to be—

	Miles	Estim. Cost
Chilian side. . .	40	750,000 <i>l.</i> sterl.
Argentine do. .	112	1,060,300
	—	—
	152	1,810,300
	—	—

The tunnel at the summit would be $3\frac{1}{4}$ miles long. The inclines are not so severe as supposed; not exceeding 1 in 40 for a stretch of 6 miles on the Argentine side, and 1 in 25 for a stretch of 7 miles on the Chilian. The surveys were completed in less than the stipulated term of 3 years. Messrs. Clark obtained a gold medal for them at the Chilian Exhibition of 1875. When the plans and concession were laid by Mathew Clark before London capitalists they required some alterations in the concession; which have been duly sanctioned by the Argentine Senate, and are now (August 1877) before the House of Deputies.

Capt. Louis Buonaparte Wyse, an Irish gentleman who served many years in the French navy, and who is son of the late Sir Thomas Wyse and the Princess Bonaparte, headed a surveying expedition in February 1877 for the proposed Paya canal across the isthmus of Panamá. This is the latest of the many projects to make a ship canal from the Caribbean Sea to the Pacific, and it is stated that Baron Lesseps is in favor of the scheme, which is in the hands of a French company. The greatest elevation encountered by Captain Wyse was 480 feet, and it is proposed to make the canal without locks or tunnels. The cost is estimated from 8 to 10 millions sterling; the canal to be drawn from Urubugulf on the Atlantic to San Miguel on the Pacific, say 52 miles English. The United States project,

by another route, surveyed in 1875, would cost nearly double the above figure. Captain Wyse lost three of his best engineers, from Chagres fever, during the surveys. He was entertained at a banquet by the citizens of Panamá on the conclusion of his task.

Among the previous projects alluded to was that of Dr. Edward Cullen, a Dublin gentleman, whose writings on an inter-oceanic canal attracted much notice some twenty years ago. He had devoted much time and labor to the surveys, but died without seeing any fruit from his efforts.

The first American surveys were made by Captain Selfridge by the Limon route in 1871. He proposed a canal of 31 miles; to be 26 feet deep and 195 wide; with 9 locks, each 10 feet ascent; then a tunnel for 5 miles, being 70 feet wide and 120 high: the descent on the Pacific side to have 13 locks, each 10 feet fall. Total cost of the work 25,000,000*l.* sterl. This scheme has generally been considered impracticable. That of Capt. Wyse is viewed more favorably.

CAP. XLVIII.

RAILWAYS AND TELEGRAPHS

Most of the railways in this continent have been constructed by English or American engineers, with British capital; some for account of joint-stock companies in London; others for Government account, in which case also the money came from England, in the shape of loans. The first line built in South America was Mr. Wheelwright's, from Caldera to Copiapó (1850), which has proved one of the most profitable railways of the day, and was quickly followed by other lines in Chile, making up now nearly a thousand miles.

The first in the Argentine Republic was from B. Ayres to the suburb of Flores, constructed by Mr. Bragg, in 1853, for account of the B. Ayres Govern-

ment. The line has since been prolonged, under other hands, to 180 miles. Mr. Bragg is now a partner of Sir John Brown and Co., Sheffield.

Baron Maua's line at the foot of the Organ Mountains was the first in Brazil (1852): it was made across a swampy district where hundreds of workmen died of fever. It carries 50,000 passengers yearly. Engineer Robert Milligan C. E.

At present South America counts altogether nearly 5,000 miles of railway in actual traffic; the Argentine Republic occupying the foremost place, viz.:

	Lines	Miles
	—	—
Argent Republic.	9	1360
Brazil.	16	1270
Peru	12	1007
Chile	6	927
Uruguay	3	190
Ecuador.	1	76
Paraguay.	1	40
Venezuela	1	7
		4,877

This shews a mile of railway for every 1800 miles of extent, or for every 6,000 inhabitants, whereas in the U. Kingdom there is a mile of railway for every 2,000 inhabitants.

ARGENTINE

Northern of Buenos Ayres, built by Murray and Croskey for a London Co. in 1862-64, cost 300,000*l.* sterling on a length of 18 miles. It carries over 400,000 passengers and 20,000 tons annually. Manager Mr. Crabtree.

Great Southern of Buenos Ayres built by Peto and Betts in 1865, has since been prolonged, and represents with the branches a total outlay of 2,000,000*l.* sterling, for 270 miles. It is managed by Mr. Cooper and owned by an English company, and carried last year 523,000 passengers. The original concession was in favor of Mr. Edward Lumb.

Central Argentine, from Rosario to Cordoba, was completed by Brassey, Wythes and Wheelwright in 1870 at a cost of 1,600,000*l.* sterling, but the total capital, including recent outlay, reaches two millions. Manager, Mr. Fisher.

Buenos Ayres and Ensenada, by the same contractors, who are also among the largest share-holders, was made in 1872, at a cost of 670,000*l.* sterling, on 37 miles and carries 700,000 passengers per annum.

Andine railway, from Villa Maria to Mercedes (San Luis), was built in two sections, the first to Rio Cuarto by Jackson &c. Co. (under Peter Stuart resident engineer) in 1873; the second by Rogers and Thomas, to Mercedes, in 1875. Both for account of the Nat. Government, out of the London loan of 1871. The cost was 820,000*l.* sterling, on 158 miles.

East Argentine, built by Mr. Smart for a London company in 1875, at a cost of 970,000*l.* stg., runs from the port of Concordia to Caseros, on the Upper Uruguay.

Campana line, 42 miles, from Buenos Ayres to port Campana on the Paraná, was made by Thompson Boyd &c. Co. for a London company, at a cost of 600,000*l.* sterling.

As regards the Tucuman line, 334 miles from Cordoba, although not constructed by an English company, the funds were raised by loan in England. The cost was 1,700,000*l.* sterling, the gauge being only 40 inches. The original concession was to Messrs. Telfener and Charles Lumb, but, the latter withdrawing, the line was completed in 4 years by Mr. Telfener, an Italian contractor, and opened to traffic in 1876.

The Western of Buenos Aires, already mentioned as the first in the Argentine Republic, has recently (July 1877) been prolonged to Bragado, 136 miles from Buenos Ayres, the funds for this section having been advanced by Baring Brothers of London.

Nearly all the above lines traverse flat pampas, where no obstacle occurs, and some have been made for less than 4,000*l.* sterling per mile. Nevertheless as the total cost for 1360 miles has exceeded 10½ millions sterling the average comes to be nearly 8,000*l.* sterling per mile; an extravagant sum in proportion to the easy work on such lines.

Buenos Ayres counts 80 miles of tramways, mostly

owned by London companies: they carry 15 million passengers annually, and represent a total outlay of a million sterling. The principal line is that managed by Mr. Ford, for the City of B. Ayres Tramway Co. London.

BRAZIL

The Pedro Segundo line, 320 miles, constructed by Mr. Whittaker has already cost 7,300,000*l.* sterling, obtained by loan in London. It was begun in 1857, and belongs to the imperial Government: it is 5ft. 4 in. gauge, and is a marvel of engineering. There are 16 tunnels, the longest 2,500 yards. This line carries 1½ million passengers and 200,000 tons of merchandise yearly.

San Paulo has a complete railway system, connected since July 1877 with the Pedro Segundo line of Rio Janeyro. The Santos and San Paulo railway begun in 1858, by Robert Sharp and Sons for an English company, (Gresham House, London) was completed in 1866 at a cost of 2,750,000*l.* sterling, being about 30,000*l.* stg. per mile. Crossing the Serra Cubaton there are 4 inclines of one in 10, varying from 1,200 to 3,000 yards in length; and here the train is drawn up by a permanent engine and endless chain. This line does a great traffic in coffee and cotton, and pays the shareholders from 10 to 12 per cent annually. It is managed by Mr. Daniel Fox. Several branches have been made by distinct companies.

Recife or Pernambuco line, built by an English Company in 1860 at a cost of 1,850,000*l.* sterling, runs 76 miles inland, and will probably be prolonged to the Rio San Francisco, 385 miles further. Weekly earnings only average 5,000*l.* sterling, but the line has a 7 per cent guarantee from the Brazilian Government, which also holds one-third of the shares. The line carries 200,000 passengers yearly. The company's offices are at Old Jewry, London.

Bahia and San Francisco, also built by an English company (New Broad St. London) with a Government guarantee of 7 per cent on 1,800,000*l.* sterling, runs towards the San Francisco river. Its length is 78 miles, and it is proposed to carry out a narrow-gauge (40 inches) prolongation for 350 miles, at an estimated cost of 4 millions sterling, according to surveys made by Mr. Vignolles C. E.

Port Alegre and New Hamburg (40-inch gauge), 28 miles, runs from the chief city of Rio Grande do Sul to the German colonies. It was made in 1874 by Watson and Bevan Smith, for 280,000*l.* sterling, the capital being found by an English company. There is another short line near Port Alegre, which runs 12 miles, from San Geronimo to the coal-fields of Johnson and Co. at Arroyo das Ratas.

Cantagallo and Cachoeira, 90 miles, in the province of R. Janeyro, was constructed in 1870 by Mr. Williams, for a Brazilian Co. A part of the line is on the Fell system, attaining a height of 3,600 ft. over sea-level.

Paraguassú or Central of Bahia is now in construction by Mr. Hugh Wilson, for a Brazilian company. It was commenced in 1874, and the first section to Sant Ana, 30 miles, was opened in 1876. The second section will reach the diamond-fields, after which it will be carried on to Urubu, 250 miles from Bahia, where it will tap the trade of the Rio San Francisco, navigable for 800 miles higher. There is a Government guarantee of 7 per cent on 1,430,000*l.* sterling, and Mr. Wilson also holds another concession for a line from Belmonte to the frontier of Minas Geraes, for 30 years from 1875.

Besides these railways there are 8 smaller ones, and also some important lines of tramway. The Botafogo and Botanical Gardens tramway at Rio was started by an American company; the shares, since some years back, are at 400 per cent premium. The Brazilian Street Tramway Co. is an English enterprise, offices Moorgate St. London.

CHILIAN.

Mr. Wheelwright's line from Copiapó to Caldera was begun in 1851, under the brothers Allan and Alexander Campbell, American engineers. It was 54 miles long, and gave profitable results, being since prolonged to the Puquios mines (100 miles): it rises to a height of 3,500 feet over sea-level. Mr. Wheelwright proposed to carry this line across the Andes to Fiambalá, in the Argentine Republic.

The Valparaiso and Santiago line was first proposed by Messrs. Waddington and Wheelwright, but the concession was afterwards given to Mr. Meiggs, who constructed it at a cost of one million sterling, the engineering obstacles proving formidable. Some of the bridges are considered dangerous, and will be rebuilt. The line belongs to Government, and produces 180,000*l.* annual net profits, including the branch to Santa Rosa de los Andes: total length 142 miles.

Santiago and Curico, 135 miles, is generally known as the Southern line, and shews an increasing traffic. It yields 100,000*l.* per annum net profits.

Chillan and Concepcion, 112 miles, was completed in 1870 by Mr. Slater, another American contractor, who is also making a line from Curicó to Angol, in the far south, with a branch to Angeles. The Curicó line will be 190 miles, and approaches completion; there will then be unbroken communication between Santiago and the extreme south. The Chillan and Concepcion line hardly pays 1 per cent on the cost of construction, the Government fixing too high a tariff, and the working expenses absorbing 75 per cent. The returns for 1874 shew only 10,500*l.* sterling net earnings, although it traverses an agricultural country.

There are also some short lines, such as the Coquimbo and Serena, which belong to mine owners in the rich mineral districts of the north.

During the last 20 years Chile has made 6 loans in

London, amounting to 8,000,000*l.* sterling, most of which money has been spent in constructing the above railways, say 900 miles, at an average cost of 9,000*l.* stg. per mile: the works have been mostly of a very difficult character.

PERUVIAN

Peru borrowed in London the enormous sum of 49,000,000*l.* sterling between 1870 and 1872 for the construction of railways. Mr. Meiggs, an American contractor, undertook most of the lines, in which the Government spent 27,000,000*l.* stg. and then came short of funds. After a suspension of works for some years Mr. Meiggs made arrangements with the Government in June 1877 for the completion of the lines, say 1,007 miles, besides others which will make up 600 miles more.

The Oroya line is a wonder of the world, ascending 12,000 feet over sea level by a series of daring tunnels and bridges. The Rimac viaduct is the highest in the world.

The following is a summary of the various Peruvian railways completed or in course of construction on Dec. 31st 1876—

	Miles	Cost
11 Government lines .	1,281	25,670,800 <i>l.</i>
8 private do. . . .	496	4,884,000
2 mixed owner . . .	253	5,440,000
Total. . . .	2,030	35,994,920 <i>l.</i>

The average cost was nearly 18,000*l.* sterling per mile. The dearest was that of Tacna to Bolivia, 108 miles, which cost 34,000*l.* sterling per mile. The Oroya is 145 miles, and has cost 29,000*l.* sterling per mile. The English line, from Lima to Callao and Chorrillos, 17 miles, was built for 200,000*l.*, and is the only railway in Peru that gives a fair dividend.

The new lines are more fully described in the biography of Mr. Meiggs (page 380). It is expected the Oroya line will prove very profitable by developing the mineral wealth of Cerro de Pasco, valued at 120,000,000*l.* sterling.

OTHER REPUBLICS.

Among the minor republics Uruguay is most advanced in the matter of railways. The Central Uruguay, from Montevideo to Durazno, 135 miles, was constructed by Waring Brothers, for 1,350,000*l.* sterling, subscribed by a London Co. It was opened to traffic in 1874, and now produces about 4 per cent on the capital. A branch line has been commenced by Waring Brothers from Florida towards Colonia and Higueritas: but only the first section, 30 miles, is open to traffic, as far as San Jose. Another railway in this republic, called the North Western of Uruguay, was begun by Clark and Punchard in 1870, for a London company, on a Government guarantee of 10,000*l.* sterling per mile; only the first section

has been opened to the Arapey, about 30 miles, but the whole line, when completed, will reach 110 miles, to Santa Rosa, on the Upper Uruguay. There are various tramway lines in and about Montevideo, in all about 20 miles, owned by local companies.

Paraguay has a railway of 40 miles, from Asuncion to Paraguari, begun by Pres. Lopez in 1860, under Messrs. Burrell, Valpy and Thompson as engineers. There were 5,000 soldiers employed as navvies during 3 years, and the line would have been carried all the way to Villa Rica, 100 miles, but for the war which broke out in 1864. A contract was made in 1870 with Waring Brothers to complete the line, but it was afterwards annulled. The Asuncion tramway belongs to some English gentlemen of Buenos Ayres, and is managed by Mr. Horrocks.

Ecuador has only one short railroad, 76 miles, from Taguachi to Gibamba.

Bolivia has no railways, having squandered the money borrowed in London, in 1871, to make Colonel Church's line of the Madeira and Mamore.

The Panamá railway has been already alluded to (page 382), as the work of William H. Aspinwall, a New York merchant. It was first proposed by Mr. Wheelwright in 1837, but the concession was ultimately given in 1844 to Biddle and Aspinwall. It was built in 1851, and although only 66 miles long the cost was over 1,600,000*l.* sterling., as Mr. Aspinwall had also to build a town and harbor at the Atlantic

end, which still bears his name but is styled Colon in official documents. No line, perhaps, was ever attended with greater cost of life and treasure, in crossing the Chagres swamps. It was confidently predicted in England that it would be a financial failure, yet it has proved one of the most lucrative in the world, doing a large passenger traffic, and carrying merchandize to the annual value of 17,000,000*l.* sterling, two-thirds from Panamá to Aspinwall, and one-third from the Atlantic to the Pacific.

SUMMARY

Summing up all the railways of South America we find they represent a total cost of 75 millions sterling, of which nearly one-third expended in Brazil, one-third in Peru, and the rest in the Argentine, Chilian and other republics. Those of Brazil averaged 20,000*l.* stg. per mile, the Argentine 7,700*l.* stg., the Peruvian 30,000*l.* stg., the Chilian 9,000*l.* stg.: the general average for all South America being about 15,000*l.* per mile.

The net earnings in the various countries during the last ten years have averaged—4½ per cent in the Argentine Republic, 4 per cent in Brazil, and 3 per cent in Chile. As regards the other countries it is difficult to ascertain the result.

The best paying Brazilian lines are the San Paulo which pays 8, and the Pedro Segundo 6½ per cent per annum. The best Argentine is the G. Southern of

Buenos Ayres, which has given 10 per cent for some years: and the best Chilian is that of Valparaiso and Santiago, giving nearly 10 per cent.

TELEGRAPHS

The development of telegraphs in this continent is of recent date, and may be said to have commenced in 1866 with the laying of the River Plate cable between B. Ayres and Montevideo. The following year saw the commencement of the Trans-Andine telegraph, completed in 1872. About the same time Dr. Velez Sarsfield, as Minister of Interior, ordered the construction of a network of telegraphs in the Argentine Provinces, which at present extends over 3,000 miles.

The Argentine Post office returns for 1876 shew as follows:—

	Miles	Messages
	—	—
Nat. Government . .	3,110	302,721
Govt. of B. Ayres . .	415	77,036
Transandine	620	31,640
Various lines.	1,385	129,434
	—	—
	5,530	540,831
	—	—

The National Government lines were mostly constructed by Mr. Charles Burton; the longest is from Buenos Ayres to Jujuy and the frontier of Bolivia, say

1700 miles. The cost of construction averaged 100*l.* stg. per mile. There is a uniform, shilling tariff, and the receipts only reach 75 per cent of the working expenses (33,000*l.* stg. per an.). The Provincial Government line to various camp towns and Rosario was constructed by Mr. Trant, the present manager, and has proved a paying investment. The Trans-andine line, made by Messrs. Clark & Co., with subsidies from the Chilian and Argentine Governments, is rapidly increasing in business, the latest dividends varying from 12 to 16 per cent per annum. No less prosperous an undertaking is the River Plate Telegraph Co. under the able management of Mr. John Oldham, who superintended the first construction, and has ever since directed this line. As regards the railway lines their returns are included with the railway traffic.

Brazil has 2 land-lines; the northern to Bahia, which transmits 21,000 messages annually: and the southern to Uruguayana, 51,000 messages per annum. Both lines belong to Government; they were begun in 1866 and completed in 1874. The annual receipts average 19,000*l.* stg., expenses 70,000*l.* stg., leaving a considerable loss to the imperial treasury.

The Brazilian Atlantic cable, laid in 1874, was conceded to Viscount Mauá, who transferred his rights to an English company called the Brazilian Submarine. The capital was 1,300,000*l.* stg., and the company afterwards made an arrangement for partition

of earnings with the Western and Brazilian, capital 1,600,000*l.* stg., and the Platino-Brazilian Co., capital 400,000*l.* stg. The cables belonging to these companies exceed 7,000 miles, extending from the River Plate to the mouth of the Amazon and the West Indies, and connecting Pernambuco with Portugal.

Chilian lines belong to the Government; they have 55 telegraph stations, and a total length of 2,650 miles, but give very poor returns; about 13,000*l.* sterling per annum.

Peru has 608 miles of land telegraphs, and Bolivia 475, but we have no returns of their traffic, nor of 810 miles in New Grenada and 210 in Ecuador.

Uruguay counts 958 miles, in two principal lines; one about 300 miles in length, constructed by Mr. Oldham, from Montevideo to the Brazilian frontier of Rio Grande; the second inland to Durazno, and along the banks of the Uruguay to Santa Rosa.

The various land-lines in this continent make up a total of 14,066 miles, of which one half in the River Plate territories.

Subjoined is a list of the various cables in South American waters:—

1. Brazilian Submarine, 3,866 miles, from Lisbon to Pernambuco, laid in 1874-75 in 3 sections: Lisbon to Madeira 653, Madeira and St. Vincent 1260, and St. Vincent to Pernambuco 1953 miles. The chairman of the company was Viscount Monck, and the engineers were Clark and Forde.

2. Western and Brazilian, about 3,000 miles, from Pará to Rio Grande do Sul, in 6 sections, laid in 1873-74, electrician Sir William Thompson.

3. Montevidean and Brazilian, 230 miles, from the Rio Grande frontier (Chuy) to Montevideo, laid in 1873: electricians Everard Holmes and Edward Nelson.

4. River Plate, already mentioned as the first in this continent. The concession to M. Grey and John Proudfoot merged into the River Plate Telegraph Co., who laid the cable in Oct. 1866 between Punta Lara and Colonia, 25 miles, besides land wires for 165 miles. The cable was made by Mr. Henley of Woolwich under the inspection of Mr. John Oldham, weighing 20 tons to the mile, the heaviest complete cable ever made. The submerging was successfully performed by Mr. Felstead. A supplementary cable of 100 miles was laid in 1876 from Colonia to Montevideo, as the land wires were so often cut in the civil wars of Banda Oriental.

5. Panamá and South Pacific, extending down the West Coast to Valparaiso (only some sections yet laid in Chilian and Peruvian waters) will attain a length of 3,500 miles: engineer Sir Samuel Canning.

Thus South America may be said to possess 25,000 miles of telegraph between land-lines and ocean-cables, almost exclusively constructed by English companies and English engineers.

CAP. XLIX.

STEAM NAVIGATION

The first steamer seen in South American waters appears to have been the *Rising Star*, built in London by a brother of Lord Cochrane's, to aid the Chilean patriots in the struggle for Independence. She arrived at Valparaiso in 1818, but took no conspicuous part in the war, and ultimately became the subject of a lawsuit between her owner and the Chilean Government.

In 1824 the arrival of an English steamer at Montevideo caused such excitement among the citizens that "the house-tops were covered with spectators, as well as the bomb-proof Bovedas which formed the enceinte of the fortifications." The name of this

vessel is forgotten, as well as that of her owner; but it is probable that she belonged to John Parish Robertson, as he claimed having sent the first steamboat into the Rio de La Plata. Mr. Samuel Lafone of M. Video used also to claim this honor.

The first regular merchant steamer that plied in the River Plate was the *Potomac*, 264 tons, Captain Richard Sutton, which was sent out to Buenos Ayres in July 1833 by Messrs. Homer of Boston, U. States. She was consigned to Davidson Le Hir and Co., who sold her to a company: after running for some years between Buenos Ayres and Montevideo, under the name of 'Federacion,' she was scuttled by some boatmen for jealousy. She was the first steamer to ascend the Uruguay, commanded by Capt. John B. Thorne of N. York (now a Colonel in the Argentine navy), and grounded near Paysandú, which prevented her going up Salto as intended.

In 1846 Paraguayan waters were first subjected to steam-navigation by the arrival of the French war-steamer *Fulton* at Lambaré, 4 miles below Asuncion. This was after the battle of Obligado, in which the Anglo French fleet forced the passage of the Paraná, disputed by Rosas. Some years later (1851) Rosas himself bought a steamer, from Glasgow, which he mostly employed in carrying plants from the islands to his gardens at Palermo, near Buenos Ayres.

"Manuelita Rosas" was an American propeller specially built in 1851 for the River Plate, and brought

out from U. States by Mr. Gazzan (now living at Higueritas). Rosas refused to buy her, and two years later she was put on the new line to Paraguay, under Captain David Bruce, who was the first to establish steam navigation with that remote country. In 1854 Mr. Edward A. Hopkins built the first steamers in the River Plate, the *Asuncion* and the *Yerba*, two light-draught steamers which were launched at the Tigre, near Buenos Ayres: they were to carry tobacco, lumber &c., for the American Company established by Mr. Hopkins at Asuncion, but never reached their destination, owing to a rupture which took place between the Paraguayan Government and the Company. The *Asuncion* and *Yerba* formed the first regular line of steamers between B. Ayres, Rosario, and Paraná, then capital of the Argentine Republic.

Captain Bruce, with his little steamer *Dolorcitas*, was the first to explore the upper waters of Matto Grosso: in 1859 he reached the city of Cuyabá, 2,400 miles by river-navigation from Buenos Ayres, and equidistant from the Atlantic and Pacific oceans.

Mr. Wheelwright, father of steam-navigation in the Pacific, introduced the *Chile* and *Peru*, each 200 tons register, in Oct. 1840, to ply on the West Coast. Such was the commencement of a company which has now twenty superb ocean steamers, representing three millions sterling of capital, and said to constitute the largest merchant-navy of any company in the world.

In Brazil one of the earliest coasting steamers seems to have been the *Minerva*, an English vessel, which was bought at Montevideo in 1835, and put in the Brazilian trade by some merchants of Rio Janeyro. As regards the internal waters of Rio Grande do Sul I have already mentioned that the first steamer was built at Glasgow by John Proudfoot of Rio Grande.

Steam-traffic on the Amazon was begun in 1852 by Baron Mauá, who afterwards formed in London the Amazon Navigation Company.

It was in 1853 that the Royal Mail Co. began running steamers from Southampton to Brazil and the River Plate. One of the first was the ill-fated *Amazon*, burnt at sea, in which among the passengers who perished was the lamented Elliot Warburton, author of the *Crescent and the Cross*.

In 1862 was commenced Lamport and Holt's line of steamers from Liverpool, to the Brazilian ports and River Plate. This line has been very fortunate, having only lost two vessels, the *Herschel* off Maldonado in January 1864, and the *Flamsteed* accidentally sunk by H. M. S. *Bellerophon* off Madeira. In neither case were there any passengers lost. The same owners began in 1868 a line of coasting steamers between Rio Janeyro and Montevideo.

At present the principal lines of steamers in the South American trade may be summed up thus;

1. Pacific Co., capital 2,954,300*l.* sterling, running

steamers 3 times a month between Liverpool, Brazil, La Plata and West Coast. It receives a subsidy of 12,000*l.* stg. a year from the Chilian Government. The steamers range from 1,500 to 4,800 tons, and are magnificent in every respect. A recent report shews this Co. to possess 54 steamers, representing 107,000 tons, and 20,000 horse-power.

2. Royal Mail Co. has two lines, and a superb fleet of vessels, total capital 1,500,000*l.* stg. Its first line was to the W. Indies, in connexion with the Panamá Railway, for which route there are monthly steamers from Southampton. The Brazil and River Plate line is a fortnightly service. This Co. owns 24 steamers, with a total of 54,000 tons and 9,000 horse-power.

3. West Indian and Pacific Co., capital 400,000*l.* stg, keeps up a regular monthly service between Aspinwall and the West Indies, in conjunction with the Royal Mail Co.

4. Amazon Co., capital 650,000*l.* sterl.; the first steamers were built in 1852 by Messrs. Laird of Birkenhead, and since that time the trade of the Amazon has increased prodigiously. The steamers take 38 days to ascend the river from Pará to Yurimanguas, a distance of 2,406 miles. They are fitted with every comfort for tropical travelling.

5. French Messageries Co., established in 1860, carries the French mails and possesses a first-class line of steamers, plying fortnightly between Bordeaux, Brazil and La Plata.

6. Lamport and Holt's line from Liverpool, and a second line from London carrying the Belgian mails, maintain an immense traffic between Europe, Brazil and R. Plate, employing 5 or 6 steamers monthly each way. This company has a fleet of 32 steamers.

7. Lavarello's Italian line from Genoa to Brazil and La Plata, comprising vessels built to carry a thousand immigrants: some of them being up to 6,000 tons register. These vessels run once a month, and make rapid passages of 20 days.

8. Transports Maritimes or Marseilles line, which also carries a great number of Italian emigrants, running a monthly steamer to Brazil and La Plata.

9. Hamburg line, composed of powerful steamers which run twice a month on the same route as the preceding, but also touch at Santos and carry on a great coffee trade.

10. North German Lloyd's from Bremen, run one of their superb (7) vessels monthly between northern Europe, Brazil and La Plata.

11. Hamburg and Pacific, which trades monthly to the West Coast, the vessels touching at the River Plate out and homeward.

12. Havre line: steamers monthly, carrying a large number of emigrants outward to the River Plate, and cargo homeward. This line is known as Chargeurs Reunis, and the vessels are 3,500 tons each.

13. Jinman Co. from London once a month, chiefly occupied in carrying merchandise.

14. Matto Grosso and R. Janeyro, monthly steamers of Messrs. Conceicao and Co., a Brazilian firm of M. Video. These steamers are fitted with every comfort, having been recently built in Glasgow. The voyage from Rio Janeyro, via Montevideo, to Matto Grosso takes about 30 days, the distance being 3,800 miles.

15. Bahia Co., capital 160,000*l.* stg., which carries on a coasting trade with Rio Janeyro and Pernambuco. The company is a London one, with offices at Gracechurch St.

16. Liverpool and Amazon, plying to the port of Manaos, Upper Amazon: begun in 1876, with Brazilian subsidy.

17. Brazilian and N. American, monthly line, touching at West India islands, and ports of Pará, Pernambuco, Bahia and Rio Janeyro.

18. Pacific coast-line of steamers, between Valparaiso and Panamá.

19. Panamá and California, in connection with overland railway from San Francisco to New York, and with United States mail line to China.

There are several smaller lines of steamers in the River Plate, Paraná and Uruguay; also Brazilian coasting lines, mostly of native capital.

In fine the bulk of the carrying trade of South America is now done by steamers, not only with regard to the commerce of the ocean, but also in all the navigable rivers of this immense continent.

As an instance of the growth of steam navigation during the last 20 years I may observe that in 1859 the port of Montevideo only registered one foreign steamer monthly; this was the *Camilla*, 700 tons, which used to bring the English mails from Rio Janeyro. At present there are usually 30 ocean-steamers enter the same port each month, varying from 1500 to 6,000 tons register, keeping up almost daily communication with Europe.

WAR STEAMERS

The principal iron-clads and war steamers of the various South American States were built in English dock-yards, and may be briefly recited as follows—

Brazilian.—Four or five iron-clads have been constructed at Millwall and other English dockyards; the largest is the *Independenza*, launched in October 1876 at the Thames Ship-building Works. She is 5,200 tons burden, with engines 8,000 horse-power, armor-plating 9 inches thick. Her armament is of 35-ton Whitworth guns, in two turrets. Her dimensions are, length 300 feet, breadth 63 feet, and she carries a ram made of gun-metal.

Peruvian.—Four iron-clads were built at Poplar, London; the largest (*Independencia*) in 1865, with a ram, carrying 14 heavy Armstrong guns, from 4 to 7 tons each. The *Huascar*, recently engaged with H. M. S. *Shah* and *Amethyst*, is from Laird's of Birken-

head; she is a $4\frac{1}{2}$ inch plated turret-ship, with ram carrying 300-pounder Armstrong guns. Besides 4 English-built iron-clads the Peruvians have two which they purchased in the U. States in 1869; these are also turret-ships, each carrying, in a revolving tower, 3 guns which throw 500 lb. shot.

Chilian.—Two powerful iron-clads the Cochrane and Valparaiso, were built at Earl's Ship-building Works, in 1874-75, from designs by Mr. E. J. Reed, with armor-plate 9 inches thick. They are sister-ships, 210 feet long, 45 beam, 2,200 tons, 2,500 horsepower: each carries six $12\frac{1}{2}$ ton guns, which are so placed as to fire over all points of the compass. They have teak backing 10-inch thick under the armor.

Argentine.—There are two iron-clads, two monitors, and 4 gun-boats built at Laird's and other English yards in 1874-75. The Andes and Plata, each, carry two 300-pounder guns; the Monitors Paraná and Uruguay carry 100-pounders; and the 4 gunboats carry, each, one 600-pounder, 11 inch, $26\frac{1}{2}$ ton Armstrong gun.

CAP. L.

PUBLIC WORKS

When an Englishman lands at any of the great seaboard cities of South America he sees on all sides colossal works of improvement either already completed or in course of construction, under English engineers. This is particularly true of Buenos Ayres, Montevideo, Rio Janeyro, Bahia and Callao, as will be seen in the following pages. Some of these great works have been already incidentally alluded to in previous chapters. In order, however, to form a correct idea of the magnitude of British enterprise and skill in this direction the reader will probably welcome the summary which I now give.

RIVER PLATE

The gas-works of Buenos Ayres, established by Mr. Bragg in 1853, were the first undertaking of this kind in the River Plate. They were subsequently enlarged under the direction of James C. Simpson, who managed them for many years, down to 1867: present capital 140,000*l.* stg., giving high dividends. A second gas company was started in this city in 1869, of which Mr. Woodgate is manager, and Mr. Whittaker superintendent; and a third constructed by Charles H. Smith for George Bowers & Co. St. Neots, London, in 1873-74. The last named is now called the Mutual Consumers Co., and the works cover 18 acres of ground, having the largest gas-holder in South America: they can make a million cubic feet of gas per day. This Co. holds the municipal contract for 4,200 street lamps, for ten years. Mr. Bower is the same who erected gas-works at Rio Grande, Port Alegre and other cities in Brazil. The gas-works of M. Video belong to an English Co. and are managed by Mr. Jeffreys. Rosario gas-works were built by Baron Mauá in 1871, and are managed by Mr. Gay.

The first regular foundry at which steamers were constructed in Buenos Ayres was that established by John Marshal, at Barracas, in 1843: he built several steamers, some as large as 130 tons and 40 horse-power for river traffic. The Colonia dry-dock was built by Captain Manton 1869, and admits vessels of 1,000 tons burthen: it belongs to an American Co. The

Mauá dock at Montevideo was built by W. H. Cock (1869-72); it admits vessels 275 ft. long and 45 beam. Mr. Cock is now constructing another large dock for Jackson & Co. at the Cerro, Montevideo. Among the dock-yards belonging to private individuals may be mentioned that of Ribes and Hardy, at Salto, which has turned out some fine steamers for the Uruguay. Shot and shell are largely manufactured by Schwartz and Co. of Buenos Ayres, under the immediate direction of Mr. George Miles, inspector of the Argentine arsenal. Mention has been already made of the Asuncion arsenal constructed by Mr. Whitehead (1864); in which several large steamboats were built, and heavy pieces of artillery cast during the recent war.

Water-supply for Buenos Ayres was first provided in 1868 by Mr. John Coghlan, but as the works were on a small scale and only supplied the central parishes it was resolved in 1872 to undertake city improvements on the grandest dimensions. Mr. John F. Bateman made the plans on a supposed estimate of two millions sterling, and the works were begun in February 1873. The contract was given to Messrs. Newman and Medici, on a basis of 15 million gallons water-supply every 24 hours; the Government afterwards ordering the works to be made so as to take in the suburbs. Already about 2,400,000*l.* stg. have been expended, and as the works will require two millions more, and no funds are at hand, there is a temporary suspension. The works are executed in

a manner to elicit general praise, the storm-drains, each 3 miles in length, being similar to the Thames tunnel. More than 6,000 men were employed on the works during 4 years: engineer Mr. George Higgin.

Bateman's plans of a port for Buenos Ayres were also on a grand scale, proposing a series of docks in front of the city and a deep-water channel 15 miles long to the outer roads, to admit vessels of 20 feet draught. The probable cost was put down at 3 millions sterling. The preliminary works were begun in 1871 by Mr. Revy, and prosecuted by Alfred Moore; but the experimental channel was pronounced a failure, and Congress threw out the Bateman project in Aug. 1875, calling for tenders within 6 months, to which it seems no response was given. Among the rival projects was that of Harris and Lizars to make docks for vessels of 14 ft. draught, at a cost of two millions sterling; the docks to cover an area of 30 acres. Mr. Revy's project of a port at the Boca for vessels of 9 feet draught is now being carried out by Mr. Huergo, for the Government of Buenos Ayres. A pier has been recently constructed by Mr. Whytehead at the Catalinas point, for Messrs. Seeber & Co., where vessels of light draught can load and discharge, and Mr. Alfred Moore has a project for constructing docks and break-water in connection with this pier.

The water-supply of Montevideo is taken from the Santa Lucía, 40 miles distant, by means of works

completed by Mr. Henry Newman in 1872. It is the longest pumping main in the world, except that of Stafford. The concession was first given to Henry Fynn, son of a London tanner, but the works now belong to the Mercantile Bank.

Among the public buildings of Buenos Ayres and Montevideo some of the finest have been constructed by our countrymen. The Provincial and Mortgage banks of Buenos Ayres have been built by Mr. Hunt. the first at a cost of 90,000*l.* stg., completed in 1874: the main hall is 120 feet long. The Mortgage bank cost 200,000*l.* stg., covering an area of half-an-acre; it is probably the grandest structure in S. America. The London and River Plate bank is also a fine building, finished in 1867. The new market at Montevideo, covering 2 acres, was built by Thomas Havers in 1867, at a cost of 80,000*l.* In the same city the London and R. Plate bank also attracts notice by reason of its ornamental exterior.

PERU

Callao dock and pier, built by Thomas Brassey & Co. in 1874, is one of the finest monuments of English workmanship in South America. The concession was originally granted in 1863 to Templeman and Bergman, who sold their title to a company. In 1870 Mr. Brassey's engineer, Mr. Hodges (who had built the Victoria bridge in Canada) commenced the works, the magnitude of which may be inferred from the fact

that during $4\frac{1}{2}$ years they employed 700 men, 3 locomotives, and 15 steam-engines. The dock piers were built of concrete blocks weighing 10 tons each, of which 60 were placed daily: the total quantity of material placed every 24 hours was about 2,500 tons. The area of the dock and pier embraced 807,000 superficial ft., being 984×820 ft., say 18 acres English. This great work is held by a company for 60 years, at the expiration of which period it will become the property of the Peruvian Government. There is also at Callao the St. George's floating-dock, constructed by Randolph Elder & Co., Glasgow, at a cost of 42,000*l.* stg. for George Petrie, manager of the Pacific S. N. Co., who obtained the concession in 1863, with a privilege for 20 years: it consists of 3,000 tons of iron, and was put up by James Anderson: dimensions 300×76 feet, allowing the reception of vessels of 21 feet draught, and lifting 5,000 tons dead weight. The manager is Noel West, and the dock pays 12 per cent dividend, after deducting 33 p. c. of the gross receipts for the Peruvian Government.

Water-works and city-improvements have recently been made in Lima and other cities, the Peruvian Government expending no less than 16,000,000*l.* on such works.

BRAZIL

The first arsenal constructed in Brazil was that of Sandy Point, Nitherhoy, close to Rio Janeyro in 1846,

by Baron Mauá, who brought out from England the requisite machinery and a complete staff of English mechanics. This establishment manufactured the piping for the water-supply of Rio, and 72 locomotives for the first railways. It was enlarged in 1873, and the graving-dock can admit 4 good-sized steamers at once. The Pedro Segundo dock, built at Rio Janeyro in 1857 for a joint-stock company cost 230,000*l.* stg. engineer, Mr. Law, of Dublin. There is also Hett Wilson's dock at Cobras island, besides a new dock which Messrs. White and Co. are now constructing.

Among the other notable works done by Englishmen at Rio Janeyro are the gas-works, established in 1851 by a London Co. which purchased Maua's concession. Rio is one of the best lit cities in the world, there being 5,500 street lamps: the enterprise gives high dividends. There are 5 other English gas-companies for lighting Nitherhoy, San Paulo, Rio Grande, Pelotas, Port Alegre, Pará and Bahia.

Rio Janeyro city-improvements were begun in 1863 by an English Co. with a capital of 850,000*l.* sterl., and carried out by Messrs. Gotto of London with such success that the fever-mortality was notably diminished after a few years. Further works on a still grander scale, for water-supply and drainage, were undertaken by Mr. Gabrielli in 1876, on a Government contract for two millions sterling. There is, moreover, a project by Mr. Lindsay Bucknall to make

a tunnel under the bay of Rio, from the city to Nitherhoy.

Bahia is another favorite scene of English enterprise. Mr. Charles Neate is at present constructing for a London Co. (comprising Baring, Holt, Saunders, etc,) with a capital of 900,000*l.* stg., two docks, 24 feet deep, with 40 acres area and 2 miles of wharfage. The steam-lift from the lower to the upper town was built by English engineers in 1869-74, and cost 90,000*l.* stg., the tower being 191 feet high, through which 20 passengers are shot up in one minute, from the Custom-house to Palace square: over 5,000 persons are shot up daily. The gas-works, as already mentioned, belong to an English Co., lighting 3,000 street lamps and 12,000 houses.

In addition to the above works may be noticed the plans of Sir John Hawkshaw for improving the ports of Paráhyba, Maranham, Ceará, Pernambuco and Rio Grande do Sul, at an estimated outlay of 3,180,000*l.* sterling, to be spread over 5 years, and defrayed from the imperial budget.

CAP. LI.

BANKS AND CAPITAL

Banking, as I have already shewn, was introduced into this continent by English merchants. The first bank in Buenos Ayres was founded in 1822 by Messrs. Thwaites, Brittain, Barton &c, and was brought to grief by its over-liberality to the Government of Buenos Ayres, in 1826. The founder of banking in Chile and Bolivia was Mr. Augustine Edwards, who is still living. The present chapter, however, refers to English banking companies carrying on business in South America; of which there are 6, as follows:

1. English Bank of Rio, head-office at Bishopsgate, London, has banks at Rio Janeyro, Pernambuco and Santos. Paid up capital half-a-million sterling; reserve-fund 80,000*l.*; shares at a high premium.

2. New London and Brazilian, Old Broad St. London, has a bank at Rio Janeyro. Paid up capital 450,000*l.*; reserve-fund 32,000*l.*

3. London and River Plate, Moorgate, St. London, has banks at Buenos Ayres, Montevideo, Rosario and Cordoba. Paid-up capital 600,000*l.* stg.; reserve-fund 102,000*l.* stg. In 6 years ending Dec. 1875 this Bank paid 65½ p. c. in dividends.

4. Mercantile of River Plate (formerly Wanklyn & Co.) has banks at Buenos Ayres and Montevideo, paid up capital one million stg.

5. Anglo-Peruvian, paid-up capital 746,000*l.* sterl., has a bank at Lima and another at London.

6. Mexico and S. American, paid up 500,000*l.* stg., has banks in Mexico and Peru.

The terrific crisis which has swept over this continent, and the suspension of specie payments in Peru, Buenos Ayres, Montevideo and other republics have prejudicially affected banking business, and caused a check in the previous prosperous march of the above establishments. When it is remembered that in the River Plate alone more than 400 commercial houses failed in the last 4 years, for an aggregate sum of ten to fifteen millions sterling; it is only surprising that the above banks did not collapse also.

The amount of English capital in South America far exceeds the sums represented by the 6 banks above-mentioned, and may be summed up thus:—

RIVER PLATE

London and Mercantile Banks. . .	1,600,000 <i>l</i> .
Cent. Arg. RR. and Lands Cos. . .	2,030,000
G. Southern Railway	2,104,750
Northern, Ensenada and others . .	2,475,000
Railways in Banda Oriental	2,000,000
Buenos Ayres tramway Cos. . . .	800,000
Buenos Ayres Mutual Gas	200,000
Montevideo Gas ,	550,000
Liebig and Bobicuá meat factories .	560,000
River Plate Telegraph Co.	150,000
San Juan Mines, &c, &c.	200,000
1,000 Irish sheep-farms (B. Ayres).	2,000,000
100 Scotch do.	500,000
50 English farms in B. Oriental . .	500,000
9 Argentine loans in London. . . .	12,970,100
2 Paraguay loans.	2,915,700
1 Uruguay do.	3,208,600
100 mercantile firms	1,500,000
	36,264,150 <i>l</i> .

Most of the above enterprises give good returns, the railways averaging over 5 per cent per annum. The Argentine coupons are regularly paid every quarter in London, and give about 10 per cent interest at present quotations. As regards the sheep-farms they have for some years given from 20 to 30 per cent, and still look very prosperous.

PERUVIAN

2 banks	1,250,000 <i>l.</i>
3 railways	2,100,000
Callao floating dock . . .	140,000
20 mercantile firms . . .	600,000
3 London loans.	31,840,220
	35,930,220 <i>l.</i>

The less said about Peruvian affairs the better, payment being suspended on the London loans, since 1875.

BOLIVIA, NEW GRENADA, ECUADOR AND VENEZUELA

The amount of British capital in these 4 republics is trifling, and consists almost wholly of loans raised in England, a great portion of which may be considered as so much money lost.

1 Bolivian loan	1,666,000 <i>l.</i>
5 Venezuela do.	6,691,350
2 N. Grenada do.	2,017,200
1 Ecuador do	1,824,000
	12,198,550 <i>l.</i>

There are no British enterprises of note in these countries, unless the Paraná Railroad, on which

British capitalists have advanced 569,800*l.* stg. in 7 p. c. debentures.

The market value of the above loans may be estimated from the fact that their present quotations (August 1877) represent an aggregate of 1,500,000*l.* sterling, say 13 per cent of the written value; although New Grenada and Venezuela sometimes pay something on account.

BRAZILIAN

5 railways	6,650,000 <i>l.</i>
2 banks	1,100,000
6 gas companies	1,525,000
Amazon Navigation	650,000
City of Rio improvement. .	850,000
Mining, tramways, &c . . .	550,000
7 Loans in London.	19,214,600
20 mercantile firms.	700,000

31,289,000*l.*

Everything in this well-ordered empire seems to prosper, railway dividends ranging from 5½ to 9 per cent, and other enterprises shewing like favorable results. The coupons on the London loans give 6 per cent income, as safe as the Bank of England.

CHILIAN

Copiapo Railway.	840,000 <i>l</i> .
Pacific Nav. Co.	2,954,300
20 mercantile firms	300,000
10 mine-owners	500,000
7 Loans in London	7,549,620
	12,143,920 <i>l</i> .

Copper-mining and commerce employ a number of English residents, but they are few compared with the English in the River Plate. Chile punctually attends to her London debt.

SUMMARY

The amount of English capital in the various S. American states may be summed up as follows:—

River Plate.	36,264,150 <i>l</i> .
Peru	35,930,220
Brazil	31,239,600
Chile	12,143,920
Other Rep	14,268,350
	129,846,240

Here we have a total of 130 millions sterling, to which must yet be added the value of the Brazilian and Pacific telegraph cables, which cannot be less

than 6 millions; and about 3 millions more for the capital represented by the Royal Mail and Lamport and Holt's lines of steamers, making in all about 140 millions sterl. The income derived from each item is set down approximately as follows, after the capital:—

	<i>Capital</i>	<i>Income</i>
	—	—
London loans	89,897,390 <i>l.</i>	2,200,000 <i>l.</i>
Railways.	19,570,000	1,000,000
Banks	3,950,000	200,000
R. Plate sheep-farms.	3,000,000	600,000
Telegraph cables . .	6,000,000	100,000
Steamboat Cos. . . .	7,000,000	350,000
Mercantile firms . .	3,000,000	300,000
Sundry companies. .	7,582,610	560,000
	—————	—————
	140,000,000 <i>l.</i>	5,310,000 <i>l.</i>
	—————	—————

This shews a return of less than 4 per cent, but if we deduct the 50 millions lost in bankrupt loans we shall find the effective English capital in this continent earns very nearly 6 per cent per annum. My estimate of the capital and profits of British merchants in Brazil, La Plata and West Coast is in a manner capricious; but no schedule of English capital in S. America would be complete without some estimate of the kind.

CAP. LII.

LOANS IN LONDON.

The earliest South American loans contracted in England were to aid the patriots in emancipating this continent from the yoke of Spain. In later years fresh sums were borrowed for the construction of railroads or similar works of utility. At present the amount due by South America to London capitalists reaches, as we have seen, 90 millions sterling: of this sum 50 millions is due by states that are insolvent, the remainder being comprised under Brazil, Chile and Argentine Republic, which regularly pay their coupons.

COLUMBIA

This republic, under General Bolivar, contracted a loan in London in 1822 through Herring Graham and Co. for two millions sterl., issued at 84, and secured by 6 per cent bonds; and a second loan in 1824 for a like amount, at $88\frac{1}{2}$, through Goldsmith and Co. The coupons were many years unpaid, the republic dissolving into 3 separate states, but in 1834 it was agreed that New Granada should assume half the amount due, and the other half be shared between Venezuela and Ecuador.

ARGENTINE

Buenos Ayres borrowed a million sterling in 1824, through Baring Brothers, who emitted the loan at 85, bearing 6 per cent interest. Civil wars in 1829 caused the suspension of coupons, but in 1853 Mr. Norberto Riestra was sent to London to pay the arrears of 24 years, giving the bondholders new scrip for 1 500,000*l.* stg. in 3 per cents; since which time the coupons on both debts have been punctually attended to.

In 1866 Mr. Riestra was again sent to London to borrow $2\frac{1}{2}$ millions sterling, to defray expenses in a war against Paraguay: the first moiety was emitted by Baring Brothers at 75, and the second in 1868 at $72\frac{1}{2}$.

In 1870 Mr. Dominguez raised 1,034,700*l.* stg, for

the Province of Buenos Ayres, to make a port, which was launched by Mess. Murrieta at 88, bearing 6 per cent interest.

The Public Works loan of 1871 for 6,122,400*l.* stg. was negotiated by Mr. Varela with Murrieta at 88½. Most of the money was spent on railways, a portion on iron-clads, and there is still a balance of one million not emitted, being reserved for making a port at Buenos Ayres.

In 1872 Messrs. Wanklyn and Co. arranged what is termed the Hard Dollar loan, negotiating one-third of the Home-debt, say 1,200,000*l.* sterling, in London, at 76.

The following year saw another provincial loan for Buenos Ayres City improvements for 2,040,800*l.* which was launched in London by Mr. Aguirre at 89½, being the highest rate yet obtained for Argentine loan.

All the above bear 6 per cent interest, the sinking-fund on some being as high as 2½ per cent per annum.

The Entre-Rios 7 per cent loan was contracted in London in 1872, for 226,800*l.* stg. being emitted at 90.

The Santa Fé 7 per cent for 300,000*l.* stg. was launched at 92, two years later.

Subjoined is a table of existing Argentine loans:—

		<i>Amount due</i>
		—
1824	Buenos Ayres. . .	765,100 <i>l.</i>
1853	Buenos Ayres. . .	758,000
1866	Argentine.	1,813,000
1870	Buenos Ayres. . .	962,600
1871	Argentine.	5,036,300
1872	Argentine.	1,200,000
1873	Buenos Ayres. . .	1,974,800
1872	Entre-Rios	189,500
1874	Santa-Fé	270,800
		12,970,100 <i>l.</i>

The interest on the above is about 780,000*l.* stg. per annum or 9 shillings per head of the population; say one-fourth of the total revenue. There are also Home debts (Argentine and Buenos Ayres) amounting to 5,100,000*l.* stg. Making a total of 18 millions stg. due by the National and B. Ayrean Governments, which is about equal to one year's trade, or double the annual value of exports.

BRAZIL

The first Brazilian loan was negotiated by Rothschild and Thomas Wilson & Co. in 1824, for 1,686,200*l.* stg., emitted at 75; which was followed the next year by another for 2 millions, through Mess. Rothschild, at 85. Both bore 5 p. c. interest.

In 1829 a loan of 800,000*l.* stg. was made at 54, to pay arrears of coupons, the country having been embarrassed by the war with Buenos Ayres. Ten years later another 5 p. c. loan for 312,512*l.* stg. was contracted at 78.

In 1843 a 4½ p. c. loan for 732,000*l.* stg. was negotiated by Sir Lyon Goldsmid at 85. A second 4½ p. c. was created in 1852 for 954,250*l.* at 95.

All the above debts have been paid in full, and the loans actually existing are as follows:—

			<i>emitted at</i>
1858	4½ p. c. . .	970,000 <i>l.</i> . .	95
1859	5 do. . . .	250,000 . . .	93
1860	4½ do. . . .	700,000 . . .	90
1863	4½ do. . . .	2,610,000 . . .	88
1865	5 do. . . .	6,017,400 . . .	74
1871	5 do. . . .	3,366,000 . . .	89
1875	5 do. . . .	5,301,200 . . .	96½
19,214,600 <i>l.</i>			

The Brazilian loans are entirely in the hands of Mess. Rothschild. The internal debt of the empire (including paper-money) reaches 52,200,000*l.* sterl. The annual interest (not including sinking fund) on the London debt is about 945,000*l.* stg. That on the Home debt is 1,560,000*l.* stg. Thus the total interest on debt is 2½ millions stg. per annum, say one-fourth of the revenue. The amount of the whole Brazilian

indebtedness is 3 times the annual export value. It is about 7*l.* stg. per head of the population, and the interest averages 5 shillings per head.

CHILE

The first loan was contracted in 1822 with Mess. Hullett Bros., of London, for a million sterling in 6 per cents, emitted at 70. No coupons were paid from 1826 to 1842, in which latter year the Chilian Government paid the 16 years' arrears by giving new 3 per cents for the sum of 756,500*l.* stg., the amount of interest due. Since then the Chilian coupons have been regularly paid, and the original debt of 1822 redeemed.

A railway loan in $4\frac{1}{2}$ per cents was negotiated in 1858, at 92, for $1\frac{1}{2}$ million sterling, through Baring Brothers. A war loan in 7 per cents was issued at 92, in 1866, when hostilities broke out with Spain: this was followed in the ensuing year by another loan, for two millions, in 6 per cents at 84. Another railway loan in 1870 for more than a million sterling, in 5 per cents, was launched at 83. These three last loans were through the house of Morgan & Co., London.

In 1873 the Oriental Bank launched a loan in 5 per cents for $2\frac{1}{4}$ millions sterling at 94; and in 1875 another 5 per cent loan at $88\frac{1}{4}$ for a million sterling.

The balance on all the above now due stands thus:

1842	3	per cents.	258,900 <i>l</i> .
1858	4½	do.	1,214,100
1866	7	do.	805,920
1867	6	do.	1,452,800
1870	5	do.	861,100
1873	5	do.	2,105,200
1875	5	do.	941,600

7,549,620*l*.

The interest on these debts does not exceed 390,000*l*. stg. per annum, or 3 shillings a head of the population. The state-railways represent a value equivalent to the whole of the above foreign debt. There is also an internal debt of 3,600,000*l*. sterling (including the Home loan of July 1877); which makes the total debt of Chile about 11 millions sterling, say 5*l*. stg. per head of the inhabitants, or equal to 1½ year's exports. The annual charge for interest and sinking-fund on home and foreign debts is 4 million dollars, say one-fourth of the revenue.

PERU

Between 1822 and 1825 three 6 per cent loans were contracted in London, the rates of emission being 88, 82 and 78, and the aggregate amount of these loans 1,816,000*l*. No interest was paid from 1825 till after the fortunate discovery of guano at

the Chincha Islands (1842). In 1849 Gen. Osma was sent to London to arrange with the bond-holders, who consented to change their 6 per cents into 4 per cents, and to receive in payment of 24 years coupons due a new stock of 3 per cents.

In 1852 Gen. Mendiburu was sent to London to effect a Guano loan with Murrieta and Co. and Hambro and Son for 2,600,000*l.* stg. in $4\frac{1}{2}$ per cents, emitted at 85. This loan was speedily followed by another for 1,700,000*l.* stg. in 3 per cents through Hambro and Son, and almost simultaneously another with Uribarren and Montané of Paris for 2,600,000*l.* stg. in $4\frac{1}{2}$ per cents; all secured by guano; as well as a $4\frac{1}{2}$ cent loan with Joseph Hegan of Liverpool and Lima, for construction of the Arica and Tacna railway, to cost 400,000*l.* stg. The Chincha Islands on being measured were reported to contain $15\frac{1}{4}$ millions tons guano, worth 76 millions sterling, and giving Peru an annual rental of a million sterling.

In 1870 a railway loan for 12 millions sterling was launched by Schroders, at $81\frac{1}{4}$, in 6 per cents; followed in 1872 by a 5 per cent loan for $23\frac{1}{4}$ millions at $77\frac{1}{2}$, by Schroders and Sterns; besides a small loan in 5 per cents through Thomson and Bonar, at 71, for making a railway from Pisco to Ica.

All the debts previous to these railway loans have been redeemed, and the amount of the Peruvian debts in London now stands thus —

6 per cents. . .	1870	11,141,580 <i>l</i> .
5 do. . .	1872	20,437,500
Pisco railway. .		261,140

31,840,220*l*.

The coupons are two years unpaid, and the stock of guano is running very low. The bonds are at one-tenth of their written value. In the last chapter I have incorrectly put down the railway loans of 1870-72 at 49 millions sterling, on the authority of the Statesman's Year-book, but the Investor's Manual reduces the amount to 35 millions.

OTHER REPUBLICS

New Grenada assumed in 1834 a debt of 3,312,975*l*. stg., being one half of the old debt of Columbia, but the coupons were not paid, and in 1845 a new arrangement was made, the Bond-holders consenting to take, instead of their 6 p. c. bonds, new scrip bearing only 1 per cent, which was regularly paid for 5 years. In 1850 payment was again stopped, and some years later Gen. Lopez prevailed on the bond-holders to take tickets in a Land lottery. Finally the debt was converted into 4½ per cents, in 1873, of which 1,951,200*l*. stg. is yet unredeemed, and the Government in July 1877 notified its intention of resuming payment of coupons. There was also a loan for

200,000*l.* stg. emitted at 86, in 1863 secured by salt-tax, bearing 6 p. c. interest, and of this the balance now due is only 66,000*l.* stg. Thus the total sum due by this republic in London is little over two millions.

Venezuela paid no coupons on the 1822-24 debt till 1840, when General Paez prevailed on the bond holders to change their 6 per cents for new 2 per cents, which were regularly paid for 7 years. In 1851 Mr. Lord arranged with the Venezuela Government for new scrip for arrears of coupons, but Congress threw out the compact. In 1862 the old debts were converted into 3 per cents for 2,812,000*l.* stg., and 1½ per cents for 1,382,350*l.* stg., the British capitalists further advancing a million sterling in a new loan of 6 per cents emitted at 63. As coupons fell into arrear new scrip for 214,000*l.* was issued, but no payment has been made on any of these loans during the last 12 years, and the 100*l.* bonds are quoted at 4*l.* value. Another 6 per cent loan was emitted in London at 60, in 1864, for 1½ million sterling, on which the coupons were paid for 3 years. In July 1877 Messrs. Baring received a trifling remittance of 3,266*l.* stg. for the bond-holders. Venezuela owes British capitalists over 6½ millions sterling.

Ecuador in 1834 assumed 1,424,580*l.* as its share of the old Columbian debt, but paid no coupons. In 1853 Mr. Mocatta arranged on behalf of the bond-holders to change their 6 per cents for new 1 per

cent scrip, taking tickets for Waste Lands in part payment of arrears and extinguishing the rest by a generous forgiveness on the part of bond-holders. New bonds were therefore issued in 1854 for 1,824,000*l.* sterling on which 1 per cent interest was paid for 13 years, down to 1867, since which time Ecuador is again a defaulter.

Bolivia first entered the London market as a borrower in 1872, negotiating a 6 per cent loan at 68, for 1,700,000*l.*, with the ostensible purpose of making the Madeira and Mamoré railway, to connect the central districts of Bolivia with the Amazon. No coupons were made after 1875, the amount still due being 1,666,000*l.* sterling, and the railway not having been made.

Uruguay negotiated a 6 per cent loan at 72, through Thomson Bonar and Co. for 3½ millions sterling, in 1871. The coupons were paid during 4 years. The amount still due is 3,208,600*l.* sterling, and at some future period this country will perhaps be able to pay one or two per cent per annum on its debt.

Paraguay negotiated two loans for Public Works in 1871-72, for 3 millions sterling, in 8 per cents; the first was emitted at 80, the second at 85. Coupons unpaid since 1874. It appears only 200,000*l.* sterling ever reached Paraguay. These loans were launched by Robinson and Fleming, who also got up a number of English colonists for Paraguay.

Most of the debts of insolvent republics in South America are quoted in London about 10 per cent of their written value, but this is still much more than their real worth, many of them being only interesting as documentary proof of the extent of human credulity.

CAP. LIII.

CHARITABLE INSTITUTIONS.

Under this heading I may be permitted to include churches, schools, hospitals and cemeteries, and as the River Plate comprises the largest British community in South America it claims foremost attention. The religious institutions of the Scotch Presbyterian community in the River Plate have been fully described in Cap. XLI. page 403; and those of the Irish Roman Catholics in Cap. XLII., page 416. The present chapter therefore will treat more especially of the English Protestant institutions.

In 1825 the first English chaplain was Rev. John Armstrong, who arrived in B. Aires, from British Honduras, and formed a temporary chapel in the pre-

mises now known as 161 Calle Potosi. Five years later the church of St. John Baptist was built in Calle 25 de Mayo on a site granted by the Buenos Ayres Government: the building cost 3,833*l.* stg., partly defrayed by the British Government, partly by the Protestant residents. It was opened for Divine Service on March 6th 1831. Rev. John Armstrong removed to Montevideo in 1839, and was succeeded by Rev. William Armstrong: the former afterwards went to Canada, where he died.

In 1842 Rev. Barton Lodge succeeded Rev. W. Armstrong, and was resident chaplain for 5 years, distinguishing himself by his successful efforts to found a British hospital, and retiring to England in 1847. He died, rector of Colchester, in June 1877.

On his departure from Buenos Ayres his post was taken by Rev. Henry Martyn Falkner, to whom Rev. J. Chubb Ford came out as assistant in 1850. Mr. Falkner removed to the Falkland Islands in 1853, and died there. Rev. Mr. Ford, who had been vice-principal of York Diocesan school, became chaplain in 1854, and was for some time Grand Master of English Freemasons in River Plate, dying in 1870. Rev. Thomas Ash acted *pro tem.* until the arrival of Rev. Francis Smith A. M. and M. D. in 1871, who was for some time in Java, and is now chaplain in B. Ayres.

The chaplain used to receive 400*l.* a year from the British Government, as belonging to the Consular

department, but the grant has been recently abolished. The English church at Buenos Ayres can accommodate 700 persons: it possesses a picture of the Adoration of the Magi attributed to Guido Reni, also a monument erected by the Buenos Ayres Government to the first U. S. Minister, Hon. Cesar Rodney (1824), and a fine organ by Bryceson of London, presented by Edward Lumb.

There is a handsome chapel of ease at Mr. Green's country-house of Lomas de Zamora, built in Gothic style, where Divine Service is held on Sunday afternoons by Rev. Dr. Smith; a temporary chapel at San José de Flores is also occasionally used, as well as another at Barracas. It is proposed to build a new English church at the West end of Buenos Ayres, for which purpose the late Mr. Armstrong gave 1,000*l.* sterling.

The American Methodist church, in Calle Corrientes, is an elegant Gothic temple, with spire, erected in 1872. The pastor is Rev. Dr. Jackson, under whose care there is also a school attached. This is the first Protestant church in these countries erected with a spire, by special permission of Government. The old American chapel in Calle Cangallo was pulled down and the site sold for the funds of the new church. The first American Methodist clergyman was Rev. Mr. Parvin in 1824. The Germans for some years used to attend the English or the American chapels, but in 1847 they built the present Lutheran chapel in

Calle Esmeralda, which holds 300 persons, and has a school attached.

The British Hospital was founded in 1844, mainly through the efforts of Rev. Barton Lodge, whose oil portrait is seen in the visitors' room. At first the premises were very confined, in Calle Independencia, but in 1859 the present building was erected at a cost of 3,000*l.* stg., the British Government contributing one-half. The committee consists of H. M. Consul, the English and Scotch chaplains, and some resident merchants. The number of patients averages 500 per annum, one-half sailors or distressed British subjects, and the mortality does not exceed 6 per cent. A marble bust has been put up to commemorate the late Surgeon Reid (1870); the hospital has since been under the efficient care of Dr. Colburne. Local subscriptions average 1,000*l.* stg. per year, besides shipping fees. The endowments amount to 7,000*l.* which have been invested in a farm at Flores. The hospital is remarkable for cleanliness and good order.

The first English or Protestant cemetery was established in 1821 with permission of the Buenos Ayres Government upon a site close to the Socorro church, but this being afterwards found too small Mr. John Harratt and some other residents bought the present site of 4 acres in Calle Victoria, in 1832. The old cemetery still contains the monument to Captain Drummond, another to Admiral Brown's daughter who was drowned, a third to Cesar Rodney, U. S.

Minister, and a few others; the place being now grass-grown. The new cemetery is tastefully planted, one quarter being set apart for Germans, another for Americans, and the rest for English and Scotch. The finest monument is that of Dr. Dick, besides which are those of Gen. Asboth, U. S. Minister, Dr. Leslie who succumbed to the cholera epidemic of 1868, and a small tablet to Mr. Balman Taggart, an American who lost his life in saving some ladies from drowning in the river Luxan. Another headstone marks the tomb of Mr. Priestly, accidentally shot at his own door during a revolution.

The English residents of Rosario have a chapel, school and cemetery; the chapel was opened for Divine worship in Sept. 1876. The present chaplain is Rev. Mr. Lett, who labored very zealously during the Yellow-fever at Buenos Ayres in 1871. The Americans have also a chapel and school, under the charge of Rev. Mr. Wood. English cemeteries have likewise been opened at Cordoba, Corrientes, Paraná, Gualeguaychú and other places where Protestants reside.

Rev. Dr. Humble of the London Missionary society resides at Carmen de Patagones.

MONTEVIDEO

The English church was built almost solely at the expense of Samuel Lafone, on the site of a battery taken by Sir Samuel Auchmuty in 1807. The foun-

dation stone was laid by Commodore Sir John Purvis on New Year's day 1845: it is a plain Grecian edifice with the Ten Commandments, in Spanish, over the entrance. The first chaplain was Rev. John Armstrong, in 1839. For some years there was no clergyman, during which Mr. Rae used to read service on Sundays. In 1858 Rev. Samuel Adams was appointed Consular chaplain, and remained until 1872, when he retired to England, being now Vicar of St. George's Leeds. He was succeeded by Rev. Thomas Raffles Hoskin, who resigned in 1877. The British Government still pays a subsidy for support of the chaplain here, and in 1871 the appointment was offered to Right Rev. Waite Hockin Stirling, Bishop of the Falkland Islands, who refused it. There is also a Methodist chapel in Calle Treinta-tres, under the charge of an American pastor.

The British cemetery at the Cordon covers an area of 4 acres and is nicely planted, commanding a fine view of the sea. Many of the headstones bear the inscription "drowned in port." There is a handsome monument to an American naval officer, who was murdered. Among the other tombs may be noticed those of Peter Beare, who perished in the burning of the *America*, Thomas Havers, editor of the *River Plate Mail*, and some of the 96 officers and men who lost their lives when H. M. S. *Bombay* was burnt, outside the port, in 1864.

The British hospital was founded in 1857, but the

present spacious building was not erected till 1867, at a cost of 7,200*l.* sterling. There are 5 wards, containing 60 beds, and the visiting physician is Doctor Albert Mullin late R. N.

Besides the English chaplain at Montevideo there are usually Protestant missionaries at Salto and Fray Bentos, in connection with English Church mission-societies of London. Rev. Mr. Schmiel officiates at Salto and Paysandú; and Rev. Mr. Croker (late R. N.) at Fray Bentos. In both places there are an English chapel and a cemetery.

BRAZIL

Although the number of British residents at Rio Janeyro has always been very limited they appear to have had a chapel for Protestant worship since the period of Independence, a Consular chaplain being always attached to the Legation. There is still living in England the Rev. George Grahame, who was chaplain from 1847 to 1864, when he retired on pension. The present clergyman is Rev. George Henry Preston, formerly of Salisbury: the Government subsidy has been withdrawn.

Pernambuco has still a Consular chaplain. The Rev. Charles Adye Austin was 30 years here, and retired on pension in 1865, being now curate of Ormsby. He was succeeded by Rev. Richard Addison, the present chaplain.

Bahia has a Protestant chapel, in the suburb of

Victoria, and the Consular chaplain is Rev. George Augustus Caley, formerly of Ipswich.

There are some English missionaries on the Amazon; and Protestant cemeteries and hospitals at San Paulo and the San Juan del Rey mines. Mr. Fox, railway-manager, reads service on Sundays at San Paulo, and the manager of the Morro Velho mines at San Juan del Rey.

WEST COAST

There are in Chile 3 Protestant chapels; one at Valparaiso, where Rev. Mr. Lloyd officiates; a second at Lota under Rev. Mr. Elkin; and a third at Santiago under Rev. George Quick; at each of these places there are also an English school and a Protestant cemetery.

Rev. William Henry Lloyd, M. A. of Oxford, was named Consular chaplain at Valparaiso in 1870, having succeeded Rev. Richard Dennett D. C. L., who had been previously chaplain at Lima. The British Government has suppressed the chaplain's allowance at Valparaiso.

The most notable charitable institution of the British residents in Chile is the hospital at Valparaiso, which is admirably managed, and renders valuable services, especially to sick and distressed sailors.

Rev. Joseph Henry was Consular chaplain at Lima after Mr. Dennett. The allowance was recently withdrawn by H. M. Government, but Rev. Mr. Henry

still continues as chaplain for the British residents. There is also an English chaplain, Rev. Mr. Weatherhead, at Callao, and a Protestant cemetery.

The nicest and best kept of English cemeteries in South America is at Puerto Cabello in Venezuela. It is planted with tropical trees, and is well taken care of by a coloured man from the West Indies. That of Caracas is the worst kept. In this there is a tablet dated 1833, which intimates that the cemetery was established by Sir R. Ker Porter, in 1832, and a mortuary chapel built at his sole expense. There is also a handsome monument to the memory of Louisa, wife of Sir Belford Hinton Wilson, who died in 1844.

CAP. LIV.

CLUBS AND SOCIETIES.

There are some twenty British clubs or associations in this continent, mostly in the River Plate, a proof of the growing numbers and social tastes of our countrymen.

The earliest English association of which we have record is a Freemason lodge established in B. Ayres by Gén. Beresford in 1806. The next was the Commercial Rooms in 1811 (see page 325) whose bye laws reserved the right of membership to "principals or agents of a British Commercial house." The statutes were afterwards altered so as to admit persons of other nationalities. The Commercial Rooms still exist, in Calle 25 de Mayo, and are now the pro-

perty of Mr. Daniel Maxwell, whose writings on the trade and statistics of Buenos Ayres deserve entire credence.

About 1830 the British Library was established by a number of subscribers; it was many years managed by Captain Armstrong, and after his death continued for a long time prosperous. In 1862 under Mr. Duffy's charge the shelves counted 1,600 volumes, but the committee having incurred heavy expenses the subscription was raised, and the number of members rapidly declined from 300 to 35. The books were sold by auction in 1872, and the proceeds divided between the English, Irish and Scotch clergymen of Buenos Ayres, for their parochial libraries.

The Literary Society, which may be said to succeed the British library, was founded in May 1876 through the efforts of Messrs. Day, Forrester, Peake, Hutchison Hiron and others. The first chairman was Rev. Dr. Smith, during whose year of office there were 17 lectures or entertainments, besides a dramatic performance attended by 1,500 persons. The library already counts 700 books of reference, and the institution shews more than 300 members. In August 1877 a new chairman was elected in the person of H. M. Consul, Mr. Henry J. Murray.

In August 1826 the British Dramatic society was started, and the first piece performed was *Bombastes Furioso*; the proceeds being destined for the relief of widows and orphans (see page 330). The society

lasted only a few years; being converted in 1828 into the British Friendly Society, the members of which subscribed 10 paper dollars (say 8 shillings) per ann. which was reduced in the following year to 5 dollars: the annual income not exceeding 30*l.* sterling. The committee comprised the English and Scotch chaplains, Rev. Messrs. Armstrong and Brown; also the Irish priest, Rev. P. Moran, and 8 merchants, with Mr. Gilbert Ramsay as secretary.

The Dramatic Society was revived in June 1864 by Messrs. Boyd, Fennessy and Moore, who gave a performance at the Victoria Theatre in aid of the British Hospital. About the same time a performance, equally successful, took place in aid of the U. States Sanitary Fund. Since then there have been performances at long intervals in aid of the British Hospital, the Irish Sisters of Mercy orphanage, and other local charities. In these Mr. William Martin has borne a leading part, the proceeds under his management exceeding 1100*l.* net, in recognition of which he was presented in July 1877 with a gold medal subscribed by the British residents.

The first English Racing-club dates from 1826. In November of that year a Spring meeting was held at Barracas sands, and in the principal race 10 horses ran, the winner being Mr. Whitfield's Shamrock. In later years English races were held at Belgrano, the most famous horse being Tam-o-Shanter. The late James White had also a fine racer called Belgra-

no, and other horses of English blood. The Jockey Club was founded in 1868 by Messrs. Craufurd, Tomkinson, Plowes, Welchman and 60 other gentlemen, the honorary chairman being the President of the Republic. Mr. Tomkinson's horse Gauchito won the silver cup of Sept. 1868 at Jeppener. At present several English owners run horses at the Palermo or Lanus race-meetings, and in that of Sept. 1877 Mr. Anderson's horses won two races.

Buenos Ayres Cricket Club is more than twenty years old, and has its ground in the garden of Rosas's old palace at Palermo. Similar clubs have in late years been formed at the suburbs of Flores and Lomas. Matches are sometimes played with the cricketers of Montevideo or the officers of English war-vessels that may be in port. The first Athletic club was inaugurated in 1867, and handsome prizes are presented by British residents at each 'concurus.' There is also a Junior Athletic club. The meetings usually draw a fashionable attendance.

B. Ayres Rowing club dates from 1873, the first regatta at the Tigre taking place on Dec. 8th of that year, under the auspices of Dr. Sarmiento, President of the Republic, and Hon. Lionel Sackville West, H. B. M. Minister Plenipotentiary, who is chairman of the club. Annual regattas are held in December at the Tigre with great 'eclat.' The club has a branch at Barracas, with a fine boat-house.

The Foreign Club was established in 1841, its first

chairman being Thomas Duguid. It counts some 300 English and German merchants. The suite of apartments is spacious, and situated in the best part of Buenos Ayres. There is a second English club, called the United, which was founded in May 1870, through the exertions of F. W. Moore, and chiefly intended for clerks of mercantile houses.

British Clerks Provident Association was founded by F. M. Wells in Sept. 1861, and has been very successful not only in encouraging habits of economy among English clerks, but also in paying annual dividends from 10 to 18 per cent.

The Irish library of Buenos Ayres was established by Ven. Archdeacon Dillon in 1875, and contains 800 volumes of all the best English authors in prose and verse, as well as works on Irish history. Similar libraries exist at Luxan, Mercedes, Fortin de Areco, Salto and Lobos, under the care of the local Irish priest. Irish racing-clubs also hold meetings at the above places twice a year.

Montevideo possesses an English Club in the grand square of the Matriz: it was founded by Mr. Krabbe and contains the usual reading-rooms and billiard-room. The cricket-club holds meetings at the suburb of Union, close to which is also the race-ground. The Montevidean Rowing-club hold an annual regatta on May 1st. to which much interest attaches by reason of the match between the B. Ayrean and Montevidean clubs. The Winter-evenings society give occasional

dramatic or musical performances, for the British Hospital. There is a British Clerks Provident Association formed after the model of that of Buenos Ayres.

A few years ago there was an English racing-club at Porongos, under Mr. Jeffreys. There was a similar club at Gualeguaychú, got up by Messrs. Arbuthnot and others.

Rosario can boast of the first English Humane Society established in this continent, about ten years ago. The Foreign club is a fine building where English and Germans meet.

There are English cricket-clubs at Rio Janeyro, Bahia and other cities in Brazil, but I have been unable to learn anything about British societies in that country. I may say the same of Chile and Peru, where the number of English appears small.

As regards Venezuela the following information is supplied by the courteous British Minister at Caracas, Mr. R. T. Middleton :—

“ At present it may be said there is no English community in Caracas or any where else in Venezuela; nor is there any Protestant church, or any library or hospital except those of the country; the Club here, is entirely composed of Germans, who have also clubs at La Guayra, Puerto Cabello, Maracaybo and Ciudad Bolivar. In recent times no British subjects can be termed “leading merchants” except Mr. H. L. Boulton of this city, whose business, however, is

entirely with the U. States. A British Company owns the copper mines of Aroa, which formerly belonged to Gen. Bolivar, a railway having been nearly completed from thence to the Port of Tucucas. Formerly the British mercantile community was paramount in Venezuela.

“At the conclusion of the war of Independence British capital began to flow into Venezuela, and several influential commercial houses were established. A number of English merchants and agriculturists settled here; among the former may be mentioned Mr. William Ackers of Liverpool, for many years the head of one of the wealthiest houses; the well known London firm of Pawles, Ward & Co. established a branch of their influential house in Caracas, and there were other houses of equal note. At present, none of these exist, British trade being almost exclusively in the hands of the Germans. Amongst cattle breeders there is Mr. William Anderson, a Scotch gentleman, whose farms are on a large scale; and among the planters Mr. John Alderson, possessing some of the most valuable estates in the country; these two and Mr. Ackers being the oldest British residents in the place, since the earliest days of the revolution.”

A small and flourishing Anglo-American community exists at Panamá, where Mr. Hugh Mallet is British Consul.

CAP. LV.

***BRITISH DIPLOMATISTS AND
TREATIES***

The first English diplomatic envoy sent to South America was Sir James Cockburn, in 1808, on special mission to Venezuela, either with the purpose of inciting Spanish America to proclaim independence, as so long desired by Pitt and Canning, or to induce the colonies to side with Ferdinand VII and his ally, Great Britain, in the war against Napoleon. Cockburn's triumphal progress from La Guayra to Caracas was like that of a king newly come to the throne. The city was illuminated on his arrival, and a series of banquets took place in his honor. Nevertheless when Bolivar went to London, in 1810, to ask

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the protection of Great Britain for Venezuela he was met with a declaration of strict neutrality.

As early as 1809 we find Colonel James Burke, a friend of Lord Strangford, the British Minister at Rio, sent on a confidential mission to Buenos Ayres to try and negotiate the establishment of a separate kingdom in the River Plate, with the Princess Carlota for Queen.

Lord Strangford favored the designs of the South American colonies to throw off the yoke of Spain, for we find that, in 1811, when the English brig *Caridad* was seized at Rio Janeyro, with 6,000 muskets on board for the rebels at Buenos Ayres, he obtained her release.

Since the epoch of Independence there have been over 40 treaties and conventions concluded between G. Britain and South American States, which may be consulted at length in Calvo's "*Tratados de la America Latina*," or in Hertslet's collection. A summary of them cannot fail to be interesting, although many of them are now obsolete.

ARGENTINE REPUBLIC

Diplomatic relations were first opened by Mr. Woodbine Parish, in 1823, as Consul General. Being subsequently made Minister Plenipotentiary he concluded a postal convention with the Rivadavia Cabinet at Buenos Ayres in April 1824: the British mail-packets were to have special privileges and to

remain 10 days in port; a courier being despatched with the mails for Chile 3 days after arrival of packet. In the following year (Feb. 2nd) Mr. Parish concluded with Don Manuel Garcia a treaty of friendship, commerce and navigation, which is still in force, guaranteeing freedom of trade and religious toleration to British subjects: for this Mr. Parish was knighted, and allowed to retire on a pension of 1,000*l.* per an., which he still enjoys.

In July 1830 Henry Stephen Fox signed a convention with the Buenos Ayres Government for indemnity of British subjects who had suffered losses during the war with Brazil in 1826-27. The claims amounted to 21,000*l.* stg. for seizure of the vessels *Huskisson*, *Concord*, *Anne*, *Albuera*, *Helvellyn*, *George* and *James*, and as soon as the claims were verified the B. Ayres Government was to pay them through Baring Brothers of London.

John Henry Mandeville signed a treaty with Felipe Arana, Min. of Foreign Affairs at B. Ayres, on May 24th 1839, whereby it was agreed to treat slave-dealers as pirates.

Hostilities having broken out between Gen. Rosas and the British and French Governments an Anglo-French squadron blockaded the River Plate for some years, and ultimately forced the passage of Obligado, where Rosas tried to bar the River Paraná. The blockade was raised 15th July 1847, and Lord Howden came out as Envoy Extraordinary to restore

amicable relations. A treaty was signed at Buenos Ayres 24th November 1849 between Henry Southern, H. M. Plenipotentiary, and D. Felipe Arana, Min. of Foreign Affairs, stipulating as follows:—1st. The British Government give up Martin Garcia and all Argentine war-vessels, and fire 21 guns to the Argentine flag; 2nd. All merchant-vessels and cargoes to be mutually restored; 3rd. General Rosas withdraws his arms from Banda Oriental, and the Foreign Legion of Montevideo is disbanded: 4th. British Government recognizes Paraná and Uruguay to be internal waters. Ratifications were exchanged at B. Ayres in May 1850.

On July 10th 1853 Sir Charles Hotham signed a treaty with Dr. Salvador Carril and D. Benjamin Gorostiaga at San José de Flores, Buenos Ayres, arranging the free navigation of the rivers as follows:—Art. 1st. The Argentine Government concedes free navigation of the Paraná and Uruguay to all flags. Art. 5th. The island of Martin Garcia must not be held by any Power refusing its consent to the free navigation of the rivers. Art. 6th. In case of war the rivers shall still remain open to vessels not carrying contraband of war.

William Dougal Christie signed a treaty at Paraná with Dr. Bernabé Lopez and Dr. Derqui, on Aug. 21st 1858, for compensation of losses to British subjects during the recent civil wars. An additional convention was concluded on 18th August 1859 at Paraná

between George Fagan and Gen. Thomas Guido, to the effect that said claims were to be paid in Nat. Bonds bearing 6 per cent interest and 1 per cent amortization, thus extinguishing the debt in 34 years (1893); the coupons to be paid in silver dollars 17 to the doubloon, and be receivable at par for payment of Customs dues. Similar claims were recognized for Italians and French. The total of Bonds issued for such indemnities was 240,000*l.* stg., and is now reduced to 180,000*l.* stg., mostly held by the British residents.

The present Min. Plenipotentiary and Envoy Extraordinary is the Hon. Lionel Sackville West, who has been very successful in the numerous delicate questions arising out of the recent civil wars, and was entertained at a public banquet by the British residents in March 1876.

URUGUAY

The first treaty between this republic and Great Britain was one for prevention of slave-trade, signed at Montevideo by John Henry Mandeville, H. M. Plenipotentiary, and Don José Ellauri, Minister of Foreign Affairs, and dated 13th July 1839.

A treaty of commerce and navigation was concluded at London, Aug. 26th 1842, almost identical with that made at Buenos Ayres in 1825. It was made for 10 years, being signed by Lord Aberdeen and the Earl of Ripon for G. Britain, and Dr. José Ellauri for Uruguay.

Many British subjects having been ruined in the civil wars a convention was signed at Montevideo on 23rd June 1857 between Edward Thornton & Joaquin Requena: the commission for receiving claims closed on Dec. 20th 1858.

Diplomatic relations were broken off in 1872, and have not since been renewed.

PARAGUAY.

Sir Charles Hotham made a treaty of commerce and navigation at Asuncion on 4th March 1853, for 7 years; the Paraguayan plenipotentiary being Gen. Francisco Solano Lopez, son of the President. It allowed freedom of navigation only as high as Asuncion on the Paraguay, and Encarnacion on the Upper Paraná.

Difficulties arose soon after, relative to an Anglo-German named Canstatt, and a collision between the Paraguayan war-steamer Tacuary and the Little Polly, off Villa Oliva, which resulted in the recall of H. M. Consul, Mr. Henderson.

In April 1862 Mr. Thornton made a treaty at Asuncion for renewal of friendly relations. Some of the clauses were disapproved by H. M. Government, and a new treaty was made by William Doria and the Paraguayan Minister of Foreign Affairs, Francisco Sanchez, to this effect: 1st. In pressing the Canstatt claim the British Government, never intended to interfere with the tribunals of

Paraguay: 2nd. H. M. Government regrets that the Paraguayan Government should feel offended at the attempt to detain the *Tacuaty*, at Buenos Ayres, 29th Nov. 1859. 3rd. The Paraguayan Government had no intention to offend Consul Henderson. 4th. As indemnity for the *Little Polly* the Paraguayan Government gives all this day's (Oct. 14th 1862) receipts in the Treasury.

In 1867 Mr. Gould, H. M. Ch. d'Affaires endeavored to mediate between the Allies and Pres. Lopez. but without success.

There are at present no diplomatic relations between Paraguay and England, nor any likelihood of same, owing to the murderers of some British subjects going unpunished.

BRAZIL

A postal convention was concluded with the Portuguese authorities at Rio Janeyro on 14th Sept. 1808, which expressed that a monthly packet would leave Falmouth for Rio, and the British mail-agent would have a post-office at Rio, charging 3 shillings and 8 pence postage on each letter.

Viscount Strangford signed a treaty, Feb. 19th 1810, with Count Linhares, representative of the Regent of Portugal, at Rio Janeyro, for freedom of commerce and religious toleration, but it was stipulated that Protestants should not be allowed to ring bells on Sundays.

The first treaty for suppression of slave-trade in Brazil was made at London, 28th July 1817, between Lord Castlereagh and Count Palmella; the British Government consenting to pay 300,000*l.* sterling for seizures of slavers previous to 1st June 1814. Slave-trading, however, continued unabated for many years and a second treaty was signed, at Rio, on 23rd Nov. 1826 between Robert Gordon, H. M. Minister, and the Marquisses of Inhambupe and Sant Amaro, by which Brazil agreed that 3 years after ratification all slave traders should be treated as pirates.

Mr. Gordon in the following year (17th August 1827) concluded a treaty of amity, commerce and navigation with the Brazilian plenipotentiaries, Marquis de Queluz, Viscount San Leopoldo, and Marquis de Maceyo; it was for 15 years, and reserved the right of coasting-trade to Brazilian vessels, although Englishmen might carry on such trade.

During the war between Brazil and Buenos Ayres, in 1826-27, several English vessels were seized. Reclamations were made for 25 such vessels, and Lord Ponsonby concluded a convention at Rio Janeyro on 5th May 1829, whereby it was agreed to appoint 4 commissioners, and whatever sums they awarded were to be paid by Brazil in 3 instalments at twelve, twenty-four, and thirty-six months.

On June 2nd 1858 a convention upon losses by British subjects was arranged between Mr. Scarlett, H. M. Plenipotentiary, and that of Brazil, Dr. Macedo.

The last diplomatic difficulty (17th June 1862) was caused by some officers (not in uniform) of H. M. S. Forte, who were said to have 'bonneted' a Brazilian sentry at Tijuca. They were kept some days at the police-barrack of Rio, and the British Minister, Mr. Christie, broke off relations. The affair was submitted to the arbitration of the King of Belgium, who decided in favor of Brazil, 18th June 1863.

CHILE

In 1826 arrangements were made between the Chilian Government and the British residents for permission to establish Protestant chapels and cemeteries at Valparaiso and Santiago.

The first treaty with Chile was signed at Santiago, 19th January 1839, between John Walpole H. M. Plenipotentiary and the Min. of Foreign Affairs, Joaquin Tocornal, whereby it was agreed to abolish "the barbarous traffic in slaves," and to treat slavers as pirates.

A treaty of commerce and navigation, abolishing differential duties heretofore charged on British vessels, was signed at Santiago, 10th May 1852, between Stephen H. Sullivan and D. German Urmaneta, Finance Minister. Mr. Sullivan was afterwards appointed H. M. Minister at Lima, where he was murdered.

PERU

Sir Belford Hinton Wilson concluded a treaty of commerce and navigation with the Peru Bolivian

Confederation at Lima, 5th June 1837, the representative of the Confederation being Lorenzo Bazo, Inspector of Finance.

In 1850 Gen. Osma was sent by Peru to London, and there signed (April 10th 1850) with Lord Palmerston and Henry Labouchere a treaty of commerce and navigation, of which the ratifications were exchanged at London on 15th Oct. 1852.

A postal convention for 5 years was signed at Lima on 15th August 1851 between H. M. Minister, William Pitt Adams, and General Torrico, Minister of Foreign Affairs, granting mail-steamers all the privileges of war-vessels.

BOLIVIA

In September 1840 two treaties were signed at Chuquisaca between Sir Belford Hinton Wilson and Dr. Linares, Minister of Foreign Affairs; for prevention of slave-trade, and for free commerce and navigation on behalf of British residents in Bolivia.

VENEZUELA

Soon after Independence, while the States of New Grenada, Venezuela and Ecuador formed one Confederation, a treaty was signed at Bogotá, on 18th April 1825, between the British envoys, John Potter Hamilton and Patrick Campbell, and the Columbian Ministers, Pedro Gual and Gen. Mendez, guaranteeing entire liberty to British residents to carry on business, and freedom of worship on condition the Protestant chapel was built like a private house.

Subsequently when the Confederation split into 3 republics Venezuela sent Gen. Montilla to London, who concluded with Lord Palmerston, 29th Oct. 1834, a treaty similar to that of 1825.

Sir Robert Ker Porter made a treaty at Caracas on 15th March 1839, with Dr. Rodriguez, Attorney General, for the abolition of slave-trade.

The Venezuelan Envoy, Alexo Fortique, made a postal convention at London, with Baron Lowther, Feb. 28th 1844.

In December 1848 an arrangement was concluded between the Venezuelan Government and Sir William Colebrooke, Governor of Barbadoes, for extradition of criminals.

ECUADOR

This republic concluded a treaty with Walter Cope, H. M. Plenipotentiary at Quito, on 24th May 1841, for abolition of slave-trade; and a second with the same envoy on 3rd May 1851 to guarantee freedom of commerce and religious toleration for British residents. Ratifications were exchanged at Guayaquil in January 1853.

NEW GRENADA

Eight months after the treaty of amity and commerce, in April 1825, the Columbian Government amicably settled the claim of James Mac Intosh of London, by agreeing to pay him 187,500*l.* stg. for the vessels Tarantula, Lady Boringdon and Spey, supplied to the New Grenada patriots of 1821. Mr.

Mac Intosh was to satisfy all the claims of William Skinner Marshall and Capt. Hudson. This convention was signed in London by Gen. Hurtado, in Dec. 1825. Nevertheless it was not fulfilled; for in Dec. 1851 Gen. O'Leary had to press the New Grenada Government to pay John Mac Intosh the sum due to his brother (less some bonds paid in 1839). Accordingly a convention was signed with Dr. Murillo, Min. of Foreign Affairs at Bogotá, awarding 150,000*l.* stg. to the claimant, in bonds receivable for import-duties.

On May 24th 1847 Gen. O'Leary, H. M. Plenipotentiary, signed a postal treaty with the Granadian Min. of Foreign Affairs, expressing that a monthly steamer should enjoy packet privileges in the ports of Santa Martha, Cartagena and Chagres. In April 1851 the same British envoy made a treaty at Bogotá for abolition of slave trade.

CAP. LVI.

PRESS AND LITERATURE.

Although our language is now so much spoken in the principal seaports of South America it may be said the English Press is still in its infancy. This arises from the fact that Englishmen in this part of the world are almost exclusively of mercantile pursuits, and naturally dependent on the Mother Country for their literature.

The first English newspaper was the *Southern Star* of Gen. Auchmuty at Montevideo, in 1806, which appeared weekly for a few months, during the British occupation. Then elapsed an interval of 20 years, until 1826, when the *British Packet* was founded at Buenos Ayres by Mr. Love; it appeared every Sa-

turday for 32 years, being continued by Mr. Gilbert Ramsay after Mr. Love's death, in 1845, and finally by Mr. George Thomas.

During the last 70 years there were in the River Plate 21 English papers, which are now dead, as shewn in the following list—

<i>Name</i>	<i>Founder</i>	<i>Born</i>	<i>Died</i>
		—	—
Southern Star	-Auchmuty.....	1806	1807
Cosmopolite	—Hallett.....	1826	1826
British Packet	—Love.....	1826	1858
American	—Hallett.....	1827	1827
Anglo-Argentine		1828	1828
Cosmopolitan	—Chapman.....	1831	1833
Price Current	—Hallett.....	1832	1833
North Star	—Hallett.....	1833	1834
Britannia (M. Video)	—Steevens...	1845	1846
Herald	—Rev. Dr. Lore.....	1853	1853
Observer	—Capt. Geo. Whittaker..	1856	1856
Weekly	—Yockney.....	1858	1859
Commercial Times	—Pilling.....	1858	1862
R. P. Magazine	—Williams.....	1863	1865
Mail (Montevideo)	—Havers.....	1864	1865
Argentine Citizen	—Hutchinson...	1864	1866
S. Amer. Monthly	—Carter.....	1868	1869
W. Telegraph	—Connolly.....	1870	1872
Square & Compass	—Goldworthy.	1871	1871
River Plate Times	—Joint-stock...	1872	1874
Daily News	—Nicholas Lowe.....	1874	1874

No daily paper in English had previously appeared in this continent when I started the *Standard* of B. Ayres, in 1861, which may be fairly considered to-day as one of the leading papers in South America.

In the conduct of this paper I was joined by my brother (Mr. Edward T. Mulhall) in 1862, and from that time to the present it has been continually, as it is still, under our care.

There are at present 4 English papers in the River Plate, viz. the *Standard* already mentioned, and another daily called the *Herald*, now in its second year and ably edited by Mr. D. W. Lowe, an American; besides two weekly papers, the *Southern Cross* of the Rev. Canon Dillon, founded in 1874 for the Irish Catholic community of Buenos Ayres; and the *River Plate Times* of Montevideo, established by Mr. John B. Horne in August 1877.

In Brazil there are two English weekly papers, published at Rio Janeyro; the *Anglo-Brazilian Times* founded by Mr. Scully about 1864, and the *British American Mail* of recent birth, by Mr. James E. Hewitt.

In Chile the *West Coast Mail* was edited for several years by Messrs. Cox, and has been succeeded by the *Chilian Times*, also weekly, which is got up in superior style.

Peru counts one English weekly, the *South Pacific Times*, published at Callao by Mr. Isaac Lawton, an American.

Venezuela had for some time a paper called the *Columbian* (in 1825) published by Col. Stopford, half in English, half in Spanish.

Panamá has perhaps deserved no little of its im-

portance by reason of the well-known *Star and Herald* founded by the late Archibald Boyd, in 1849, and now edited by his brother, James Boyd. It has been notably enlarged, and its weekly issues, Spanish as well as English, have a large circulation on the West Coast.

The first book printed and published in English in this continent was the Handbook of the River Plate, by the Editors of the *Standard*, which was so successful that it ran through 3 editions in 1861-69-75, and at the request of numerous natives I translated it into Spanish, which last edition appeared in 1876.

The following will be found as complete a list as can be ascertained of the books published in our language in South America.

1861 River Plate Handbook, M. G. & E. T. Mulhall, Buenos Ayres.

1865 Cities and provinces of Brazil, William Scully, Rio Janeyro.

1867 Rural Code of Buenos Ayres, M. G. & E. T. Mulhall, Buenos Ayres.

1868 Michael foretold by Daniel, Rev. J. Mac Cartan, do.

1877 Handbook of Brazil, M. G. & E. T. Mulhall, Buenos Ayres.

Mr. Scully's book on Brazil has been very highly spoken of, the author having resided many years at Rio Janeyro, and possessing an extensive knowledge of Brazilian affairs: he is editor of the *Anglo-Brazilian Times* as above mentioned.

Respecting the English editors of most note, now deceased, I seize this opportunity to pay a tribute of respect to the names of Love, Ramsay, Thomas and Boyd.

Thomas George Love was a native of London, and came to Buenos Ayres in 1820, being then in his 28th year. He was secretary at the Commercial Rooms in 1822, and founded the *British Packet* in 1826, of which he continued editor until his death Nov. 28th 1845. No man was ever more beloved by the British residents of this country. The files of 19 years of his paper, which I have before me, shew him to have been a pleasant and versatile writer, full of good-humor and kindness. He was remarkable for having no hair, not even eye-brows.

Gilbert Ramsay was a native of Ayrshire, educated at the university of Glasgow: he came to B. Ayres in 1825, and some years later was made Professor of English in the University of Buenos Ayres. He succeeded Mr. Love as editor of the *British Packet*, and in his later years was teacher of English at various colleges; he died on April 7th 1871, during the terrible epidemic of Yellow Fever.

George Thomas was a native of Falmouth, and last editor of the *British Packet*. After the decease of his paper he went to the "camp", turned sheep-farmer, and was not heard of during 7 years. The circumstance of his death was remarkable. In the month of Oct. 1863 I was writing at my desk, and the hour

was past midnight, when I heard a knock at the iron gate of my office. On my opening it there entered a little man, of about 60 years, of prepossessing manner, who said to me:—

“If you will allow a visitor at this unseasonable hour, I would like to have a quiet talk with you, as I have been tempted by seeing your candle to intrude upon your labors. My name is George Thomas, for some years editor of the *British Packet*.”

His conversation was so entertaining that we sat together till near daybreak, Mr. Thomas recounting a thousand strange stories of his early life in Buenos Ayres, the perils of an editor, the tyranny of Rosas &c. Before leaving he promised to see me again next evening, adding that he would only stay a few days in town, to make some arrangements preparatory to selling out and going home to England. I never saw him afterwards, but on the second day following a man presented me with this notice on a piece of paper “Died on the 13th inst. Mr. George Thomas, a native of Falmouth, aged 55 years.” Not more than 20 days later a stranger entered my office with a recommendation from some firm of London attorneys, and asked me if I could tell him the address of Mr. George Thomas, whereupon I related my unexpected acquaintance with him, and his recent death. “What a fatality” exclaimed my interrogator; “we have been six years writing to him about a property he inherited, and we could never get any answer.”

I afterwards learned that Mr. Thomas died of apoplexy, and that he had been more than 30 years resident in Buenos Ayres.

Alexander Boyd, founder of the *Panamá Star and Herald*, was a native of Cavan, Ireland. He arrived at Panamá in 1849 as supercargo of a vessel, and settled down there, being afterwards joined by his brother. The paper became in a few years a great success, and Mr. Boyd proceeded to New York for types and machinery, but died the day after landing.

CAP. LVII.

TRADE RELATIONS

Although trade relations existed between Great Britain and South America anterior to the epoch of Independence they were on such a limited scale that this continent might be considered closed against English commerce until the overthrow of the Spanish colonial system.

We have seen that a few English merchants established themselves on the Brazilian and Pacific seaboards in the 16th and 17th centuries; but it was not until the formation of the South Sea Co., in 1713, that a regular trade was opened. By the treaty of Utrecht the Spanish Government ceded to G. Britain the monopoly during 30 years, of importing slaves from

Africa into S. America, subject to a royalty of 7*l.* stg. per head payable to the King of Spain. The Government of Queen Anne put up the monopoly for sale, when the Bank of England offered 5½ millions stg. for the charter, but the South Sea Co. overbid the Bank by two millions; and thus enabled the Government to wipe off an old debt of 7½ millions sterling to certain creditors.

The English slave-vessels were allowed to take in exchange cargoes of hides, tallow and Paraguayan “yerba.” Dobrizhoffer tells us that the tea merchants in London were so alarmed at the new species of tea from Paraguay that they bribed a physician, who published a warning against its use, as being prejudicial to health, beauty and fecundity. The slave trade was so remunerative to the English that we find one of these vessels, the *Carterel*, sailed from the River Plate with 400,000*l.* sterling in specie, and hides to the value of 15,000*l.* The *Retiro* barrack at Buenos Ayres was built by the slave-merchants in the 18th century, as a depot for their slaves. Sometimes English traders ventured to bring European merchandize to Buenos Ayres, instead of slaves, and Funes mentions the “Duke of Cambridge,” whose commander, Capt. King, threatened to fire on the Spanish officials if they prevented him from landing his cargo.

In order to follow the growth of British commerce with the various states of South America I must review each country separately—

ARGENTINE REPUBLIC

The British Commercial rooms of Buenos Ayres having been established in 1811 we find that most of the shipping and foreign trade were then in the hands of our countrymen. The first entry in the list of the Commercial Register is the ship Agreeable, without any date. The second is the ship Admiral Berkeley, and the third the brig Antelope, both of London, in 1808. Nine years later there were 12 English mercantile houses, and in 1822 the number had increased to 36 (some of them being American).

Mr. Love in his "Five years at Buenos Ayres" shews that from 1821 to 1824 inclusive there were 1,006 merchant-vessels entered the port of B. Ayres. of which 484 were English.

The great development of trade in the Argentine Republic has been since the fall of the Dictator Rosas, Feb. 1852, as may be seen by the following summary of exports:—

	1853	1860	1873
	—	—	—
Cow-Hides.	1,005,699	1,662,493	2,538,000
Wool, bales	20,514	42,275	210,000
Sheepskins do.	1,398	10,715	62,000
Jerked beef, tons	13,750	21,242	33,500
Value of exports	1,380,000 <i>l.</i>	4,220,000	9,173,860

Here we see that in 20 years the export-trade increased 7-fold, and that wool in particular had grown 10-fold. On the other hand in the 20 years preceding

the fall of Rosas there was hardly any growth of exports. The returns for 1833 shew 927,000 cow-hides shipped at B. Ayres, besides 5,100 tons of beef, and 1,100 bales of wool.

Let us now confine our attention simply to the trade between Great Britain and the River Plate: first the British exports —

The value of British merchandise shipped to the R. Plate was—

In 1831	339,870 <i>l</i> .
In 1849	1,399,575
In 1868	2,853,900
In 1875	3,099,832

About 3-fourths of the above corresponded to the Argentine Republic, and one-fourth to Uruguay. The sharp crisis of 1874-75 caused a great decline in the consumption of British merchandize, the Customs-returns of Buenos Ayres shewing a fall of 43 per cent in the value of imports from Great Britain in 1874 as compared with the previous year; whereas the total decline in the imports from Europe was only 30 per cent.

During half a century Great Britain held the first place in the commerce of the River Plate, but we seem to be gradually losing ground, while other European states are gaining in the race.

The following table shews the proportion of British merchandize in the import trade of the Argentine Republic—

	<i>From England</i>	<i>Other countries</i>	<i>Ratio of British</i>
	—	—	—
1865	1,601,321 <i>l.</i>	3,610,281 <i>l.</i>	31 per cent
1873	3,868,829	10,344,209	28 do.
1874	2,192,783	7,878,270	22 do.
1875	2,386,002	8,796,300	21 do.

This shews that in ten years the British imports into the Argentine Republic have relatively fallen off one-third; France, Germany and Italy having notably increased in their dealings with Buenos Ayres.

If we turn to the exports from this country to England we find a similar result.

	<i>To England</i>	<i>Other countries</i>	<i>Ratio to England</i>
	—	—	—
1850	425,000 <i>l.</i>	1,560,000 <i>l.</i>	21 per cent
1873	2,604,043	6,569,817	29 do.
1875	1,359,783	8,811,247	14 do.

The balance of trade is considerably in favor of G. Britain, mainly owing to the heavy importation of railway material and machinery.

It is needless to examine the special items which make up the import and export trade between Great Britain and the Argentine Republic. Suffice it to say that adding together both imports and exports for 1870 and 1874 we find the returns thus:

	1870	1874
	—	—
Great Britain. . .	3,967,600 <i>l.</i>	3,148,450 <i>l.</i>
France	3,650,500	3,932,360
Other countries. .	7,739,520	11,415,560
	15,357,620	18,496,370 <i>l.</i>

Thus in 4 years (including 15 months of crisis) the gross trade of the Argentine Republic increased 21 per cent. Nevertheless there was a decline of 20 per cent in the trade with G. Britain; while Belgium (including Germany) shewed an increase of 110 per cent, Italy 64, Spain 40, and France (in spite of the war) 8 per cent increase. In other words one-fourth of the gross trade of the Argentine Republic was with Great Britain in 1870, and only one-sixth in 1874.

URUGUAY

English merchants settled at Montevideo almost contemporaneously with those at Buenos Ayres, or rather the same firms had houses in both ports. The early trade of Banda Oriental was included, as we have just seen (page 575) with that of the Argentine Republic. In 1834 the returns for Montevideo were imports 538,962*l.* sterling; exports 515,925*l.*: one third of the trade being with G. Britain.

The following table of M. Vaillant shews the growth of exports from Uruguay in the last 30 years —

	1842	1872
	—	—
Wool	2,160,000 <i>lb.</i>	35,370,000
Tallow	6,432,000 <i>lb.</i>	23,420,000
Cow-hides, No. .	1,244,300	1,258,295
Jerked beef. . . .	29,357 <i>tons</i>	35,368

The decline of trade since the crisis began in 1874 is shewn in the following table:—

	1873	1875
	—	—
Imports from Great Britain. .	1,356,474 <i>l.</i>	500,180 <i>l.</i>
Do. from other countries.	2,858,615	2,188,286
	—————	—————
Total	4,215,089 <i>l.</i>	2,688,466 <i>l.</i>
	—————	—————

Here we note a fall of 39 per cent in the general import trade, but in the case of G. Britain the decline is 47 per cent.

Turning to exports we find as follows:—

	1873	1875
	—	—
Exports to Great Britain. .	1,067,269 <i>l.</i>	918,526 <i>l.</i>
Do. to other countries .	2,193,085	1,620,166
	—————	—————
Total	3,260,354 <i>l.</i>	2,538,692 <i>l.</i>
	—————	—————

Here there is a decline of 14 per cent in the exports to England, while the gross export trade fell off 22 per cent. If we add together imports and exports we find Great Britain stood for 32 per cent of the total in 1873; 28 in 1874; and 27 per cent in 1875. Meantime it is remarkable that the British Board of Trade report for 1875 gives the value of British exports to Uruguay at 712,608*l.*, being 44 per cent above Mr. Vaillant's returns; and British imports from Uruguay at 1,136,075*l.*, or 23 per cent above the same tables. The difference may be explained by lower valuations at Montevideo, or in other ways. The balance of trade was for many years in favor of England, but now it is the contrary.

BRAZIL

The first English merchants were John Whithall of Santos, Mr. Pudsey of Bahia, and some Plymouth traders, in the 16th century. During two hundred years following the trade relations were chiefly with Portugal, and it was only at the beginning of the present century that Brazil was fairly opened to British commerce. Mawe, who visited the country in 1810, gives a humorous description of the British overtrading at Rio, where he saw cargoes of ladies stays, skates, and other articles of English manufacture unknown to the inhabitants. "Piles of merchandize from England lay on the beach for want of warehouses, and the people made free of everything,

thinking it was generously sent out for their use. They filed down brass pans and sold the filings for gold-dust at so much per ounce to the English merchants, who lived in a style of surpassing splendor, till such reckless trading brought its own punishment."

For several years the commerce between the two countries underwent violent oscillations; for example the exports from Brazil to Great Britain fell off 33 per cent between 1820 and 1834, viz.—

1820 2,132,674*l*.

1834 1,397,305

The imports from Great Britain shewed a similar decline between 1828 and 1834:—

1828 . , 3,518,297*l*.

1834 2,250,417

Nevertheless the products of Brazil increased so rapidly that in a few years after Independence she assumed the foremost rank in the trading nations of South America, which she still maintains beyond the rear of rivalry. The present emperor Dom Pedro II. has seen the commerce of Brazil increase four-fold; the aggregate of imports and exports shewing the following average:—

Annual average

—

From 1836 to 1841 9,992,000*l*.

“ 1852 to 1856 19,215,000

“ 1867 to 1874 39,158,500

There was a surplus of $23\frac{1}{2}$ millions stg. exports over imports in the last 10 years, which has been mostly expended on railways.

The trade relations with Great Britain shew a steady increase. Taking the aggregate of Brazilian imports and exports we find Great Britain stood for the following ratios at various periods—

	<i>G. Britain.</i>	<i>Other countries</i>	<i>Brit. ratio</i>
	—	—	—
1835 . .	3,650,000 <i>l.</i>	6,342,000 <i>l.</i>	36 per cent
1871 . .	12,967,530	27,363,200	33 “
1875 . .	14,288,300	21,286,700	40 “

The balance of trade in 1875 was against Great Britain, as appears thus—

Imports from England . . 4,610,857*l.*

Exports to England . . . 5,909,671

It is a remarkable proof of the stability of the commercial relations between Great Britain and Brazil that while the exports of the latter country declined in value 5 millions sterling from 1874 to 1875 the exports to Great Britain for the latter year shewed an increase of 270,000*l.*, say 5 per cent over the returns of 1874.

CHILE

The efforts of Charles II. and William III. to open commercial relations with Valdivia and other Chilian ports were unsuccessful (see Cap. IV), owing to the hatred towards Englishmen caused by the exploits of

Drake, Hawkins and the buccaneers along the West Coast. A few English settlers in the 18th century seem to have gained admittance under Viceroy O'Higgins, and when the war of Independence broke out some Englishmen of Valparaiso fought as volunteers at the battle of Maypu.

Such an influx of British merchants took place during the following twenty years that in 1831 we find the exports from England to Chile were double in value to those sent to the River Plate or to Peru.

The gross trade of Chile increased more than 5-fold in 30 years, viz—

1844		2,936,740 <i>l</i> .
1854		6,391,090
1865		9,222,040
1876		16,172,530

In this extraordinary development Great Britain has always been the chief customer for Chilean commerce. The exports from England to this country have grown in 45 years as follows—

1831	Brit. exports to Chile		651,617 <i>l</i> .
1844	" " " "		807,632
1871	" " " "		2,010,060
1875	" " " "		2,207,418

The commercial crisis which has swept the maritime states of South America in the last 5 years has caused a decline of 20 per cent in the value of Chilean imports from Great Britain, but not so much affected exports, as shewn in this table.

Exports to G. B. Imports from G.B.

	—	—
1872	5,591,780 <i>l.</i>	3,147,840
1876	4,276,060	2,525,150

Adding together imports and exports we find the proportion of British trade in the total was as follows —

	<i>British</i>	<i>Other countries</i>	<i>Brit. ratio</i>
	—	—	—
1871 . .	5,808,420 <i>l.</i>	5,519,570	49 per cent
1874 . .	7,451,600	9,346,400	45 “
1876 . .	6,801,210	9,371,320	42 “

Here we see a steady decline of British relations, the falling-off amounting to 650,000*l.* in comparing 1876 with 1874, whereas the Chilian trade with other countries shews a slight increase.

It will be, moreover, observed that there is a heavy balance of trade in favor of Chile and against England, the value of bar-copper alone that is annually shipped to English ports being 50 per cent more than the total of British exports to Chile.

PERU

Notwithstanding the frequent earthquakes and revolutions of Peru, and the small number of British residents, this republic has during the last half-century maintained a brisk trade with England. The value of British imports has grown, and the declined in the following scale —

1831	Imports from England	. . .	409,003 <i>l</i> .
1840	" " "	. . .	799,991
1850	" " "	. . .	845,639
1872	" " "	. . .	2,870,238
1875	" " "	. . .	1,594,499

The decline of 45 per cent in the last 3 years was owing to the crisis.

Guano formed for nearly 30 years the chief product of Peru, the shipments to England reaching 242,000 tons in 1871, since which time, however, it has begun to decline; it is now quite superseded by nitre. Meantime there is little or no falling-off in the annual value of Peruvian exports to Great Britain. The gross amount of guano and nitre shipments to England in 6 years (1870-1875) represented a value of 17,270,000*l*. stg., being an annual average of less than 3 millions, while the export of these two articles in 1875 to Great Britain reached 2,862,000*l*.

Taking imports and exports collectively we find that Great Britain stood in 1872 for 65 per cent of the trade of Peru, and in 1875 for more than 50 per cent. The balance of trade is largely against Great Britain, the exports of Peru to England reaching 28 millions stg. in the last 6 years, and the British imports only 13 millions.

OTHER COUNTRIES

As Columbia formerly included New Grenada, Venezuela and Ecuador it may be convenient to consider

them still in the aggregate. The value of British exports to these States was as follows —

In 1831	248,250 <i>l</i> .
“ 1849	519,799
“ 1875	1,782,740

It would seem that the value of native products has not increased of late years. The exports to G. Britain from these 3 republics shewed—

In 1871	1,380,000 <i>l</i> .
“ 1875	1,233,000

The balance of trade in 1875 was in favor of Great Britain, the exports to Columbia being half-a-million sterling over the imports. Besides the actual trade of these states with foreign countries there is a great transit traffic across the Isthmus of Panamá, estimated at 17 millions sterling per annum, of which two-thirds from the Pacific to the Atlantic.

As regards the inland republics of Bolivia and Paraguay they have no trade relations with G. Britain, although they consume a small quantity of British manufactures, which Bolivia obtains from the West Coast, and Paraguay from the ports of River Plate.

British, Dutch and French Guiana can scarcely be regarded as parts of South America, any more than the Falkland Islands; none of these colonies possessing any interest historical, commercial or otherwise.

SUMMARY

What is the relative value of British trade with South America?

Is this trade on the increase or the decline?

The total value of import and export commerce between Great Britain and South America in 1875 was 33,780,000*l.*, out of a total of 597,310,000*l.* stg. the trade of Great Britain same year.

If we take the principal countries composing the said total we find the aliquot parts stand thus—

United States	15	Canada	3
France	10	China	3
India	9	Egypt	2
Belgium & Holland	8	Sweden & Norway	2
Germany	7	Turkey	2
Australia	7	Italy	2
South America	6	Spain	2
Russia	5	Other countries	17

100

Here we see that out of 35 customers in the list of the Board of Trade the 7th place is held by South America, which almost equals in importance the whole commerce of the Australian colonies. As regards the balance of trade it is in favor of South America, in the ratio of 6 to 5, the exports to Great

Britain in 1875 shewing a surplus of 3,380,000*l.* over imports from England.

During the last half-century the trade between Britain and South America has multiplied six-fold. If we suppose that the value of imports and exports was nearly equal in former years we have but to double the figures of British exports (as in Board of Trade returns) for such years: then the account would stand thus:—

1831	trade with G	Britain . . .	4,800,000 <i>l.</i>
1849	“	“ “ “ . . .	9,400,000
1875	“	“ “ “ . . .	33,780,000

The exact returns for 1875 were—Imports from G. Britain 15,200,000*l.*: Exports to Great Britain—18,580,000*l.* stg.

Taking the various states which make up these figures we find the aliquot parts thus—

	<i>Imports</i>	<i>Exports</i>
Brazil	40	32
Peru.	13	28
Chile	16	22
River Plate	20	12
Columbia	11	6
	—	—
	100	100
	—	—

As Brazil takes nearly two fifths of the whole trade between this continent and Great Britain, and shews

a steady increase, this counter-balances whatever momentary decline is observable in Chile and the River Plate during the present crisis.

In order more clearly to shew the tendency of trade in the various countries the following table indicates the value of imports from England as compared with exports to that country:

		<i>Imports</i>	<i>Exports</i>
Brazil.	as . .	10	to 10
Chile	" . .	6	" 10
Peru	" . .	4	" 10
River Plate . . .	" . .	10	" 8
Columbia.	" . .	10	" 7
General average	" . .	8	" 10

Adding together the import and export trade with Great Britain we find Brazil stands for 36 per cent, Chile and Peru 38, River Plate 17, and Columbia 9 per cent, of the total.

If we compare the respective trade-relations of South America and those of Canada with G. Britain we find the former are nearly double the importance of those of the Dominion, one of England's best and proudest colonies, with 4 millions of British subjects.

CAP. LVIII.

THE FUTURE

Casting a glance over the map of South America we see in every country evidences of British enterprise and genius employed in the development of natural resources, or in works of public utility. We see also in the principal seaports flourishing English communities, connected with the native inhabitants not only by commercial intercourse but by ties of intermarriage, especially in the River Plate and on the West Coast. Hence we may reasonably anticipate that English relations will progress as steadily in the future as in the past; and the beginning of the next century will perhaps see a preponderance of English

ideas, as well as the elevation of men of English descent to some of the highest posts in the public service.

Meantime the spread of our language and literature is the best indication of the destiny of our race in this part of the world. All the educated classes in Brazil, La Plata and Chile are conversant with the best English authors, speak our tongue with exceptional facility, and such as make a journey to Europe invariably return with the fullest admiration for the laws and institutions of Great Britain.

It may appear surprising that in a continent twice the size of Europe, where the total number of English residents is hardly equal to the population of Chester or Carlisle, and does not reach one in 800 of the inhabitants, the English element has in a few years been able to make its impress felt in a greater degree than any other foreign nationality. This appears mainly owing to the influence of British capital and trade.

Commercial relations may at any time suffer a decline, either from a passing crisis, or because British merchants may prefer to trade with the colonies of Canada or Australia. But the bulk of English capital in this continent is independent of the fluctuations of commerce, being for the chief part connected with permanent enterprises, such as railways, city-improvements, docks, mining, and a hundred other industries, from the valley of the Amazon to the Straits of Magellan.

Everyday fresh undertakings are begun, in which British capital is called on to perform the wonders of a magician. On one side we behold Captain Wyse engaged in a project for cutting the Isthmus of Panamá, a work equal in importance to the Suez Canal. On another we have the completed plans for a railway from Buenos Ayres to Chile, scaling those snowy heights—

“Where Andes, giant of the western star,

“Looks from his throne of clouds o’er half the world.”

Whatever may be the fortunes of South America during the next fifty years, one thing seems certain, that its development in the arts of peace will be in a great manner identified with the growth of its relations with Britain.

APPENDIX.

APPENDIX A.—CAP. II.

Page 23.

It seems Doughty was not shot, but beheaded. Drake's chaplain, Fletcher, wrote, "The world encompassed by Sir Francis Drake," afterwards published by the Earl of Oxford, London 1745, in which he states that when they dug up the ground to inter Doughty's corpse they found in that exact spot the bones of Juan Cartagena, whom Magellan shot 58 years before for a similar offence to Doughty's. Fletcher was in such favor with Drake that the latter presented him with the sacred vessels taken in sacking the church at Valparaiso.

Page 26.

Cavendish visited the colony a second time, when he found all had died but one man, named Thome Hernandez, whom he rescued. This is probably the reason of Southey's error.

Page 29.

The remains of a supposed giant found at Arrecifes in 1766, were sent to Spain, and found to be those of an ante-diluvian quadruped.

APPENDIX B.—CAP. III.

Page 35.

Asuncion was founded in 1536, and hence started five successive expeditions in search of the fabled King of Xarayes, between Paraguay and Peru, who lived in a palace resplendent with gold and precious stones. A similar fable was at the same time propagated in Peru, respecting Trapalanda, or the City of the Cesars, supposed to be on the Eastern slope of the Andes: the walls were of silver, the roofs of gold, and the windows of diamonds. So late as the 18th century an expedition left Buenos Ayres in search of the City of the Cesars.

APPENDIX C.—CAP. IV.

Page 43.

At this time Huguenot colonies were also established in Brazil; one in 1611, by Daniel Latouche, probably a member of the family of that name which removed to Ireland about this time and established the well-known banking firm. The city of Rio-Janeyro was founded by Villegagnon's Huguenots 55 years before Latouche.

Page 47.

Patterson was founder of the Bank of England. He has been unfairly regarded as an unscrupulous adventurer. He died in abject poverty.

APPENDIX D.—CAP. V.

Page 54.

Davis, the buccaneer, is not to be confounded with Admiral Davis, who discovered the Falkland Islands nearly a century before (in 1592).

APPENDIX E.—CAP. VII.

Page 65.

Dr. Anjel Carranza, the historical writer, of Buenos Ayres, published in 1874 a pamphlet on Vernon's defeat. He lays all the blame on Gen. Wentworth, and puts down the British loss at 9,000 men killed or wounded, and 20 vessels sunk or burnt. Among the killed were Lord Aubrey Beauclerk and Capt. Moore, the latter a distinguished engineer who had rendered gallant service in the defence of Gibraltar. The Spaniards said their loss did not exceed 200 men.

APPENDIX K.—CAP. XI.

Page. 95.

The terms granted by Beresford—

1. All Spanish troops who were here when the British entered are allowed the honors of war, laying down their arms, and becoming prisoners of war. As regards native militia, they may go to their homes after taking the oath of allegiance to King George.

2. All private or ecclesiastical property will be respected.

3. No one will be obliged to take arms against His Catholic Majesty.

4. The Cabildo will continue to enjoy its rank and privileges.
5. The public archives will be taken into proper care.
6. Taxes will be collected as heretofore.
7. Every respect will be paid to the Holy Catholic Religion, the illustrious Bishop and all the clergy.
8. The clerical authorities will continue as before.
9. All boats seized on the coast are returned to their owners.
10. All property of the Spanish Crown must be handed over to the British General.

Page 96.

Each waggon was drawn by six horses, and marked "Treasure." The first waggon was surmounted with the royal banner of Spain, taken in the fort of Buenos Ayres; the following ones bore small flags with the inscriptions "Popham," "Beresford," "Buenos Ayres," "Victory." Behind the convoy were marines and blue-jackets, drawing two cannons taken at Quilmes. As the treasure was conveyed to the Bank of England the streets rang with cheers for Popham and Beresford, the people imagining that the River Plate was really the El Dorado so long sought for by Raleigh. This spectacle occurred in Sept. 1806, and the Government at once got ready the reinforcements demanded by Popham; while British merchants prepared to open up the commerce and resources of so rich a country. Among the articles shipped for Buenos Ayres we read of pick-axes on the newest model for cutting the veins of solid gold, supposed to be so common here.

Page 97.

Liniers volunteered to stake his head for the success of the attempt if 500 men were given him; it was promptly decided at the council of war in Montevideo (July 19th) to give him 600 men, and a flotilla of 22 schooners and whaleboats. In four days all was ready, and on July 23rd Liniers set out by land. His little army comprised 500 regular troops and 100 Catalan volunteers, and he encountered such terrific storms, it being mid-winter, that on the fourth day he was only as far as Canelones, 30 miles from Montevideo; next day he passed through San José, and reached Colonia on the 28th July.

Page 99.

When Quintana reached the fort General Beresford was in council with the Bishop, the Cabildo and the Chamber of Commerce. After some delay he sent this reply:—

"B. Ayres, 10th August, 1806.

"Colonel Liniers,—I have received your note and agree that the fortune of war is variable. Your force, numerically, is, doubtless, superior to mine, but the comparison about discipline is needless.

"You are mistaken in supposing I took Buenos Ayres without opposition, since it was only after twice beating the enemy; and as I am always desirous to uphold the good name of my country, I seek also to preserve the repute of the troops under my orders.

"Under these circumstances I have only to say that I shall hold my ground as long as prudence may dictate, to save this city from possible calamities, which no one could regret more than myself, and which could never occur if all the inhabitants acted with good faith.

"I have the honor to remain,

"WILLIAM CARR BERESFORD,

Major-Gen. of the British army."

Page 102.

Popham adds that Beresford "said if the assailants did not instantly fall back he would haul down the white flag and re-commence hostilities, which had the desired effect; whereupon Beresford sent his conditions to the Spanish General, and the latter promptly accepted them."

Page 105.

Liniers and Nuñez suppose the British loss to have been about 400 men. This is impossible, seeing that Beresford's force originally was but 1,635 men, out of which number he sent home half the Marine battalion, and had still 1,200 the day he surrendered.

Page 127.

The clock is still kept in the Men's Hospital of Buenos Ayres. It is wound every fifteen days, and has gone regularly without repairs during the last 68 years. It is of alabaster, gold-mounted, and bears this inscription:—

"Presented by the 71st Regiment as a slight testimony of gratitude to the Bethlehemite Fathers for their great kindness towards the soldiers of this and other British regiments at Buenos Ayres.

"London, April 3rd, 1809."

APPENDIX L.—CAP. XVI,

Page 154.

Dr. Carranza is of opinion that the British Government did not restore to Brown half the value of his ship.

APPENDIX M.—CAP. XVII.

Page 169.

In November 1877 a committee was formed to erect a statue to Admiral Brown. It comprises the Minister of War, Admiral Cordero, Gen. Mitre, Dr. Anjel J. Carranza, and among others the author of the present work.

APPENDIX N.—CAP. XVIII.

Page 177.

Commodore Bysson: this is a misprint for Bynon, whose services are more fully detailed in Cap. XXXIII, page 321.

APPENDIX O.—CAP. XXI.

Page 213.

Admiral Parker, who died a few years ago at Montevideo, was an Englishman born, and served many years, with much distinction, in the Brazilian navy. He was second in command of the Imperial flotilla, under Admiral Grenfell, in 1852, in aiding Gen. Urquiza's army to cross the Paraná and overthrow Gen. Rosas. He afterwards commanded a flotilla in the Amazon, when the frontier-question arose with Peru. Having married in Montevideo he passed the remaining years of his life there. His son is an estanciero in Entre Rios.

Page 214.

Field Marshal Gustavus Brown, of Brazil, was not of English, but of Prussian origin.

Page 226.

At Buenos Ayres General Miller was for some weeks the guest of Mr. W. Parish Robertson. A dinner was given by the British merchants at Faunch's hotel to celebrate Miller's return, and the guests had occasion to be spectators, from the flat roof, of one of Admiral Brown's most brilliant victories over the Brazilian fleet. Before leaving for England, in March, Miller accompanied Rev. Mr. Armstrong to visit the Scotch colony of Monte Grande; 15 children were christened, and this was followed by a dinner at which 250 colonists sat down to table.

APPENDIX P.—CAP. XXIV.

Page 241.

The Peruvian Navy-list also contains the following names:—
Lieut. Evan Griffiths was pilot of the Peruvian fleet from Nov. 1823 till his death, in April 1832.

Lieut. Robert Dewes was made a sub-lieutenant in November 1829, and having served aboard the *Libertad*, became a Lieutenant in October 1834. When the fleet was discharged in 1838, he was given a post at Callao, in which fortress he was sometime besieged, but subsequently escaped and commanded a privateer.

Sub-Lieutenant William Hardy entered the service in 1836 as pilot, and was promoted to be Sub-Lieutenant.

Sub-Lieutenant John Dunlop also entered the service in 1836.

Sub-Lieutenant James Ridsen served in 1836 at Chorrillos, aboard the *Santa Cruz*, and the following year at Guayaquil, aboard the *Congreso*.

Lieut. Frederic Elmore re-entered the Peruvian service in January 1834 as Lieutenant-de-fregate.

Lieut. John Truist was 2nd pilot of the *Congreso*, and made Sub-Lieutenant in June 1831. After two years leave of absence in England he was promoted to be Second Lieutenant.

APPENDIX Q.—CAP. XXVIII.

Page 274.

General O'Leary's decease was in 1854. His uncle was the venerated Father Arthur O'Leary, over whose remains Lord Moira erected a monument in St. Pancras churchyard.

APPENDIX R.—CAP. XXX.

Page 296.

The account of the battle of Carabobo is from the pages of 'All the Year Round,' written by a survivor.

Page 326.

Many people have questioned the possibility of riding 28 miles in 65 minutes; I suppose Mr. Hilson had saddled horses waiting for him at each post-house. In this manner Captain..... rode from Pavon to Buenos Ayres, say 200 miles, in 22 hours after the battle of Sept. 17th, 1861, but he died next day. Somebody recently rode in England 100 miles in 5½ hours, on 9 horses.

APPENDIX S.—CAP. XXXIV.

Page 330.

Vol. 1st of the *British Packet* contains many interesting items.

Aug. 12th. English theatricals.—'Bombastes Furioso.' Produced £200 for the widows and orphans of Admiral Brown's sailors.

Aug. 26th. Committee of English merchants for ensuing year:—Messrs. William Orr, John Carlisle, John Harratt, R. Jamieson, J. R. Pizey, William Hardisty and Joshua Thwaites.

Sept. 2nd. Meeting convened by Consul Parish to petition the British Government for funds to build a church, hospital and cemetery. English Circulating Library opened by Mr. Herve at 85 Calle Peru.

Sept. 16th. Lord Ponsonby, H. B. M. Minister Plenipotentiary, arrived per H.M.S. Ranger with Secretary Scott and nine servants. His Excellency came from England to Rio in H.M.S. Thetis, and having gone on quarter-deck without his coat the Captain, Sir John Phillimore, threatened to put him under arrest, to which Lord Ponsonby replied, "You might as well attempt to put the King under arrest. He therefore changed vessels at Rio; the Admiralty acquitted the officer on watch who was sent home by the Captain for court-martial because he had not reprimanded Lord Ponsonby.

Nov. 25th. Mr. Palmer opened a tea-garden at Quinta de Sandoval, close to the Recoleta.

1827, Jan 25th. English school opened under the auspices of Revd. John Armstrong, Revd. Theophilus Parvin, Messrs. Parish, Robertson, Brittain, Barton, Duguid, McKenzie, Orr, MacKinlay, Sharpe, Sheridan, Watson, Pizey, and Thomas Fair, with John Harratt as Secretary. School-room 45 Calle Victoria; fee \$10 per annum.

April 28th. King's birthday dinner at Union Hotel, 33 English residents present; chairman gave 21 toasts. Lord Ponsonby being ill gave no dinner, but Mr. Parish entertained some English merchants.

May 1st. Mrs. Bury, fashionable dress-maker from London, opened a shop (on premises now occupied by *Standard* Office).

May 16th. Faunch's new hotel opened (where MacKern's bookshop now stands); famous for baths and beefsteaks.

June 14th. Admiral Brown attended funeral of the prize-agent, Robert Jackson, who came to Buenos Ayres in 1802.

Aug. 3rd. Stamp office report by James Wilde, Accountant General. *British Packet* removes from Jones's to the State printing-office, 89 Calle Biblioteca, now Moreno.

From an article entitled "Buenos Ayres 50 years ago" of the *Standard* I taking the following items:—

"In October 1824 a Maori chief named Tippahee visited B. Ayres, having come from New Zealand in the *Urania*, Captain Reynolds. He was hospitably entertained by the English residents, before proceeding to England, where he wished to see King George IV.

"Mr. Dallas, a leading merchant, committed suicide in December 1824.

"There were three American houses, Ford, Zimmerman, and Stewart and McCall, who imported valuable cargoes from India and China, besides 70,000 barrels of American flour annually.

"The American ship captains (says Mr. Love) were a superior set of men; one of them was Mr. Wheelwright, in 1821.

"Two English pilots named Lee and Robinson earned a good living, the charge for piloting being 10 silver dollars to or from the outer roads.

"The only French house of trade was Roquin Meyer and Co. The only German merchant was Mr. Schmaling, agent for the Prussian Linen Company.

"Mr. Rosquellas, who first introduced operas in 1822, was a pupil of Braham, and married to an English woman. He was sometimes supported by an English mechanic named Waldegrave, with a fine voice. Bradley's circus used to draw crowds on Sunday afternoons.

"The Cafe Catalan was one of the finest coffee-houses.

"On Sundays people used to ride out to San Isidro, or else to the York Hotel, 4 miles from town, or to the Banderita of Barracas, where horse-races were held."

Page 332.

Mr. Richard Newton was another remarkable Englishman. He attempted to establish a house of business in Paraguay in 1826, but was prevented by Francia. Returning to Buenos Ayres, he became an estanciero, and in time grew very rich; his farms were some of the finest in the Province. He was one of the founders of the Argentine Rural Association; and died in 1868, leaving a large fortune to his children.

Page 334.

Rosas had several English physicians in his army: among others Dr. James Eborall, a native of Litchfield, Staffordshire, whose brother, moreover, was one of the early English merchants at Montevideo.

APPENDIX T.—CAP. XXXV.

Page 338—Regarding the first steamer in River Plate see page 510

APPENDIX V.—CAP. XXXVI.

Page 351.

Besides the English in Brazil already mentioned are the following:—

Dr. Whittaker, Judge of Corumba, made explorations in 1874—

between Goyaz and Matto Grosso, descending the Rio Negro in a canoe from 50 miles below Goyaz to the falls of San Simon, without meeting any obstacle.

Mr. Chandless explored the Purus and other tributaries of the Amazon in 1860, to open up navigation between Pará and Goyaz.

Mr. Hunt, one of Capt. Palm's engineers, thus describes the falls of Sete Quedas :—" At a distance of 60 miles from the falls the river is a mile wide, 40 feet deep, and the current runs $3\frac{1}{2}$ feet per second. Consequently the volume of water that passes per second is equal to 18,000 cubic metres. At a distance of 15 miles can be heard the roar of the cataract, and the columns of vapor that rise are visible many leagues off."

Mr. Jordan Creuse, who died in December 1870 at Rio, was one of the oldest residents, and had been a Director of the Bank of Brazil, and previously manager of the London and Brazilian Bank.

Mr. Coats, who came out to Brazil in 1820, established salt-works at Santa Cruz, 44 miles from Rio, and afterwards a sugar mill alongside, draining and improving the land. When Mr. Hadfield visited him in 1870 he was then in his 92nd year, strong and healthy.

Mr. Williams constructed the Cantagallo and Cachoeira Railway, 90 miles, which attains a height of 3,600 feet over the sea.

Hugh Wilson built the Paraguassu line (Bahia), which was opened to traffic in July 1877.

Page 356.

Few stories are more romantic than that of Capt. Robertson, who fought with signal valor in the war of Independence, and fell desperately in love with a beautiful Limeña, the widow of Colonel Z. His suit was unfortunate, the lady telling him she could never marry other than a man of fortune and position. At that time a vessel was lying in Callao with two million dollars for the Peruvian Government, and in the dead of night Robertson seized the ship, put to sea, steered in the direction of Tahiti, and stopped at a small island, where he buried the treasure. Making his comrades drunk he put all of them but two into a boat, and cast them adrift on the Pacific. The boat was afterwards picked up, with one man still living. Robertson afterwards got rid of his two remaining comrades, but was arrested on suspicion by the captain of a Spanish war-vessel. At this time the British Admiralty had offered a reward for his apprehension. Sooner than reveal the place where he had hid the treasure he leaped overboard from the Spanish war-vessel, and was never more seen. It is supposed the treasure is still hid in one of the islands near Tahiti.

APPENDIX X.—CAP. XXXVII.

Page 360.

To Messrs. Hayne and Davy, of the firm of William Gibbs and Co., must be given the credit of first establishing the importance and value of the guano, as they made the first contract with the Peruvian Government.

George Petrie, manager of the Pacific Steam Navigation Co., helped to bring the fleet of this company into its present state of efficiency and magnitude, establishing in Callao factories, workshops, and the contingent belongings of steam navigation, on a large scale.

The name of Mr. Hegan is associated with the first of the Peruvian railways.

To George Smith, of Iquique, is due the merit of first developing and extending the nitrate of soda business, introducing machinery for the refinement of the raw material on a large scale. He personally surveyed, and made a map, of the province of Tarapacá, which is allowed by engineers to be the best and most correct of any made in any Peruvian province. He was connected with Peru some forty years. With the firm of George Smith and Co. is associated the name of Milbourne Clark, one of the partners, for 17 years connected with the nitrate business. This firm made the first, and only, cart-road in the province, conducting same through a mountainous country to a height of 3,700 feet. Mr. Clark was the first who, in 1866, became aware of the importance of iodine, which exists in the raw nitrate of soda. Sufficient iodine is now produced in Peru to supply one half the consumption of the world. Mr. Clark now resides in England, and his son, Milbourne Clark junr., has nitrate works near Iquique.

Mr. Thomas Conroy, of Callao, has been 50 years in Peru, well-known and esteemed in mercantile circles. He has also done much for improving the breed of horses.

Mr. George Nugent, who suffered such loss by the earthquake of Arica, has been 40 years in Peru, and is British Vice-Consul at Arica. He is a native of Westmeath.

Charles Williams, a graduate of Trinity College, Dublin, came to Peru about 25 years ago, and established the first English school in the country. He was for some time collector of export-duties at Iquique.

Dr. Gallagher, a native of Ireland, came to Peru as a naval surgeon early in the present century. He married the sister of H. M. Vice-Consul at Callao, Mr. Robertson, and for many years, enjoyed an extensive practice. He was one of the principal landholders, and left a large fortune at his death, being assassinated at his own door.

Mr. James Ryder, of the house of Fletcher & Ryder, Liverpool and Arequipa, who died suddenly on board the Tasmanian at Aspinwall on the 6th July 1877, held for many years a prominent position in Arequipa. He was an Englishman by birth, forty-two years of age, and his position as the head of one of the oldest English houses in Peru was second to none in that Republic.

APPENDIX Y.

Page 362.

In Robertson's return voyage to Paraguay his schooner was seized abreast of Baxada by the ruffian soldiery of Artigas, and Robertson was cast into prison at Baxada (Paraná), the arms being taken, and the vessel detained. Fortunately a friend communicated his disaster to Captain Jocelyn Percy, R.N., who prevailed on Artigas to release him after eight days. At Corrientes he heard from his brother that Francia was likely to shoot him if he returned to Paraguay. Nevertheless he proceeded to Asuncion, whereupon Francia at once banished both brothers from the country. Such were the profits of trade that a friend of Robertson's who went to Paraguay with a capital of £40 sterling in salt, bought merchandize, which he sold in Buenos Ayres, for £36,000, leaving a net profit, after all expenses, of £12,000. Mr. Okes, an Englishman, made some money by sale of astronomical instruments at Asuncion, but died soon after, and all his property was confiscated.

APPENDIX Z.

Page 381.

Mr. Meiggs died at Lima on October 3rd, 1877, and his funeral was attended by 30,000 persons. His sons are to continue his contracts. He had been fourteen years in Chile and nine in Peru.

Page 384.

The first foreign sheepfarmer was Thomas Lloyd Halsey, from Rhode Island, some time U. States Consul, who imported a number of fine sheep, most of which were burnt in a camp fire in 1821.

Page 387.

Lient. Bache, U. S. N., published at Philadelphia, in 1827, an account of his travels from Caracas to Bogota in 1822-23.

Page 388.

Professor James Orton, an American naturalist and traveller, died at Puno, Peru, in September 1877. He had made himself known by his exploration of the Napo river, and he meditated that of the river Beni, a Bolivian tributary of the Amazons.

Augustus Hemenway, of the great shipping firm of Hemenway and Brown, of Boston and Valparaiso, died in Cuba on June 16th, 1871. About fifty years ago he engaged as a shop boy in Charleston, and some years later his aptitude for business attracted the notice of a Boston merchant in the South America trade. He sent him to Valparaiso to look after his interests in that city. In a short time the young man started for himself, sending hides, wool, copper &c. to the United States, and bringing back American manufactures. The business advanced with giant strides. The wealthy English houses in Valparaiso lent him their credit. In a few years he returned to Boston, and established a house in that city. He sent his brother, Charles Hemenway, to South America, and, remaining himself in Boston, enlarged his operations. He built his own ships and carried his own goods. He owned sugar plantations in Cuba, copper mines in South America, and had business relations with the Barings. Suddenly his brain gave way under the great strain, and retiring to the house of an eminent physician at Lichfield, Connecticut, he there passed 13 years in seclusion. The business was, meantime, carried on by his brother and the chief clerk, Mr. Brown. One morning at the end of the 13 years he walked into his office as before, hung his hat on the usual peg, and resumed business. It had been enormously enlarged by his brother and Mr. Brown. To them he released the entire profits of the thirteen years. His first step after resuming business was to go to England to purchase at Swansea the machinery for the thorough smelting of his copper. It had been coming to this country in an imperfectly smelted form as an article known in the commercial world as "regulus." He then went to Cuba to look after his sugar plantations. He sold his whole crop to a London house on a strong market, acting with his usual sagacity. After this sale sugar went down: a thing which he had foreseen. From Cuba Mr. Hemenway went to Valparaiso, and from there to London, where, in connection with the Barings, he engaged in some huge operations, which proved very successful. Mr. Hemenway was probably the wealthiest man in America. He owned a deal of property in New York city. Seeing that the dry goods trade was drifting over to Church-street, he bought some old houses there, and, pulling them down, erected stores. He received as much for one year's rent as the ground and old houses cost. During the whole long self-imprisonment of this remarkable man his wife was an angel of mercy to the poor, going about and vi-

siting them, and spending money to the extent of a prince's revenue. All this she did without ostentation.—*Boston Post*.

APPENDIX W.—CAP. XL.

Page 402.

Marquis Bernard O'Gavan, Spanish grandee of Irish extraction, was born in Cuba, at Santiago, A.D. 1812. Being sent to make his studies in Spain, he became a lawyer at Seville in 1836. Returning to Cuba he held various public posts, and at his private cost re-built the church of the Angel Guardian, which had been destroyed by a storm, in 1846. Subsequently he removed with his family to Spain, and was appointed Commissioner of Instruction. He spent a great portion of a princely fortune in public charities; and in recognition of his eminent services and philanthropy was made Senator and grandee of Spain, with the title of Marquis, in 1859.

Among the names on the present Argentine army-roll we find the following, which appear to be Englishmen, or of English descent:—

<i>Colonels :</i>	<i>Date of Commission.</i>
Patrick French.....	September 1840
Leopold Nelson.....	December 1874
John B. Thorne.....	—

<i>Lieut.-Colonels :</i>	
Thomas O'Gorman	February 1864
John P. Johnson	September 1868
Thomas Elliot	March 1871
Laurence Winter	January 1872
Ignatius Fotheringham.....	December 1874
Anthony Donovan.....	April 1875

Majors:—Joseph Fitzmaurice, P. Norris, Charles Smith, William Butler, N. Barnes, Constantine George, Henry Howard, Lawrence Juke, Henry Brand, Francis Reynolds, Francis Smith, Augustine Daws, George Lowry, Henry Sinclair, James Mason.

Lieutenants:—Louis D. Cahill, R. Parkinson, Thomas Parkinson, Charles O'Donnell, Adolphus Drury, Joseph Thompson, Leonard Brown, Robert Deak, William Donnelly, Jerome Miller, William Creagh, Richard Watson, Joseph M. Todd, John G. Scott, Henry Bullon, G. L. Barnes, Samuel Wilde, Edmund Dale, David Gay.

Here we find twenty-five Colonels and Majors, and nineteen subaltern officers of English origin, most of whom are serving in the army, some in the navy, and some are on half-pay.

APPENDIX A 2.—CAP. XLII.

Page 418.

Her Majesty did not offer knighthood to Mr. Armstrong, but the British Minister proposed to recommend him to H. M. Government for this honor, and he expressed his unwillingness. Neither was the Buschenthal debt arranged by him, but by Dr. Sarsfield.

Page 427.

It has not been possible for me to make out a list of the Irish estancieros. A rough estimate of their aggregate wealth may be found in page 529. Their estates range from 3,000 to 40,000 acres.

APPENDIX B 2.—CAP. XLIII.

Page 439.

In August 1877 Messrs. Pugh, Thomas and two other colonists made a seven-weeks journey inland, and found, about 300 miles SSW., a lake 30 miles long and six wide, from which flowed a river which after 180 miles falls into the Chubut. They called the lake Dillon, after the Commissioner of Immigration, and the river Younger, after a merchant of that name in Buenos Ayres.

APPENDIX C 2.—CAP. XLIV.

Page 446.

Miers describes the Argentine Republic in 1820 as a Confederacy of three Provinces (Buenos Ayres, Cordova and Cuyo), summing up 152,000 inhabitants, including 45,000 in the city of Buenos Ayres.

Page 447.

Captain Hall found the Chilians mainly to consist of two classes, the aristocracy and the peasantry. The estancieros had not such large herds as in the Argentine Pampas: one of the richest was the Marquis of Larrain, whose stock did not exceed 15,000 head. The ruins of Concepcion, after its destruction by Benavides, shewed signs of former magnificence. One aisle of the Cathedral was standing, in which Hall found four women cooking their dinner. Captain Hall speaks in a favorable manner of Chile and Peru, without failing to point out some peculiarities of republican institutions. For example, the barrels of the American Whaling Co. at Coquimbo were seized by Government for water for ships; and when the oil was put in clay-pits, the

Governor complained of the smell, and caused the oil to be run off. Among the remarkable features of Chile was a frequent occurrence of twins. In 1764 died a French settler named L'Hotelier, married to a Chilian woman whose children, grand-children, &c. at the period of his death numbered 163 persons. Capt. Hall's travels were published at London, in two volumes, in 1823.

A few days before Capt Head crossed the Andes a company of ten travellers was overtaken by a severe snow-storm and shut up as in a living tomb in one of the Casuchas built by O'Higgins. When aid reached them only six of the party were alive.

Page 450.

The forests of Tucuman yielded fine timber, from which were made axle-trees so ponderous that they took three years to reach Potosi. Nothing could exceed the hospitality of the estancieros; but their poverty was great, although their house utensils were of silver. At the Marquis de Otavi's, whose herd of 30,000 cattle was eaten by soldiers, the only furniture was a silver jug. Near Tarija Temple halted at a wealthy farmer's house and asked for some bread, but was told it was unknown in those parts. He met but four travellers between Buenos Ayres and Salta, a distance of 1,300 miles. Temple mentions that during his residence of twelve months at Potosi he knew a charitable lady named Doña Juliana, who used to have a crowd of mendicants every day at her door, feeding them out of silver dishes. Temple concludes his book with a description of Potosi; after the revolution the city, which had once 150,000 souls, declined to 12,000 inhabitants; the churches had been plundered, desolation prevailed. Everything was dear, except llama mutton and Cinti wine, the latter like Burgundy, and selling at half-a-dollar. The Peruvians everywhere treated him with great kindness, the village Curate always giving him a cordial welcome. At Tarija he found some fossil teeth supposed to belong to Garcilaso's race of Indian giants destroyed by lightning; but they proved to belong to a Mastodon.

Page 451.

Baron Czettritz in like manner surveyed Lake Illimani, also said to possess untold riches, so many silver articles being washed up from time to time that a project was set afoot to drain the lake. The overlooking peak of Illimani is reputed of fabulous wealth: in the 17th century a lump of gold was detached by lightning, and sold by an Indian for £2,400 sterling to the Viceroy, who sent it a present to the King of Spain. The mines near Puno are also very rich; one Salcedo took out over seven millions of silver dollars worth, and was executed by the Spaniards. Another miner named Rodriguez had his house at Oruro filled with silver furniture, even the legs of tables, but the

Spaniards sent him prisoner to Buenos Ayres, where he died, after 20 years spent in a dungeon.

Page 454.

A mining concession has been made to Dr. George Scarborough Barnslay and other American citizens resident in S. Paulo, for gold mines in the municipality of Itapetininga, San Paulo.

Page 455.

One of the earliest English travellers was Mr. R. M. (name unknown), who was an Englishman in the Spanish service, and made a journey in 1716 from Buenos Ayres to Potosi, in connection with the South Sea Co.

Page 457.

Robertson considers lapacho superior to oak; a canoe made of a single trunk would carry eight men, one hundred tercios of yerba and twenty bales tobacco. No worm can penetrate the wood, and a canoe fifty years old is as good as new.

Page 459.

As an instance of the deadly nature of Brazilian reptiles-Caldcleugh mentions a woman whose husband had died of a snake bite, and two subsequent husbands died with similar symptoms from wearing the first man's boot, in which a snake-sting remained.

Page 463.

Mawe halted at Santarem, where he learned the crew of the English brig Clio had been wantonly murdered. Captain Strong, of H. M. S. Belvidere promptly enforced redress: landing some blue-jackets he seized the Governor, then in revolt against the Brazilian Government, and sent him in irons to Pará.

Page 466.

Mr. McKinnon, who visited the Falkland Islands in 1840 published a description of these islands.

Page 469.

Mr. Ellis, in going southwards to Wild-horse Valley, shot wild horses, guanacos, lions and ostriches. At one place he met the track of a Chilian deserter, who had wandered many days in the wilds; the broken shin bones of guanacos showed he had extracted the marrow; the Indians found him dead in the waste, about a week later.

Page 470.

We are reminded of Whittington and his cat by the fact that in 1730 the first cat imported to Matto Grosso sold for £300 sterling, and the kittens for their weight in gold-dust.

Page 474.

The Indians nowhere molested them, and Darwin severely condemns the cruelty of the Buenos Ayres troops towards the native Patagonians; on learning that all Indian females over twenty were put to death, he remonstrated with a certain Colonel, who replied, "We cannot do otherwise; they breed so fast."

APPENDIX E 2.—CAP. XLVII.

Page 489.

Mr. Crawford's plans also supposed an inclined plane of 1 in 9, to be surmounted by fixed engine with chain.

Page 494.

The Copiapó line was made in 1852, and is counted the first. The Panamá line, although begun in 1849, was not concluded till 1855.

APPENDIX F 2.—CAP. XLVIII.

Page 496.

It is proposed some day to carry on the Great Southern of Buenos Ayres Railway from Azul to Tandil (50m.), and thence to Bahia Blanca (190m.), say 240 miles, at an estimated cost of £1,200,000 sterling.

Page 498.

Mr. Whittaker was not the only engineer. Some clever North Americans performed some of the most difficult parts.

Page 502.

The Peruvian railway loans only amounted to £35 millions, see page 541.

Page 503.

The Central Uruguay line was made under the direction of Mr. Charles Prebble, who had previously been making lines in Hungary for the same London firm.

There is another railway, called the Pando line, which runs fourteen miles NE from Montevideo; it was made by Mr. Peeler, but is not yet open for traffic.

Page 504.

There is on the 'tapis' at San Francisco, California, a projected railway from that city through Mexico, Central America and Peru, to Valparaiso, and thence by the Cumbre or Antuco Pass, across the Andes, and so on to Buenos Ayres. The entire length would be 6,940 miles. The expenses per mile \$50,000, which would amount to some \$378,000,000—about one-fifth the cost of all the railroads in the United States.

Another remarkable Englishman of the West Coast was Col Robert Souper, who had served in the Guards, and been in the Affghan expedition. He came out to Chile to manage Mr. Price's estates, and was quickly known for his daring and dexterity, especially on horseback. Having flung himself into the political struggles he attained the soubriquet of Leon Inglés, for his fearlessness on all occasions. He fought with great distinction in the battle of Longomilla, and, being made prisoner, was banished to the Straits of Magellan. On the way thither he and his comrades, who had concealed arms in their beds, rose and seized the vessel; then steered for Peru, in which country Col. Souper remained, until an amnesty enabled him to return to his estate at Talca, where he was residing when last heard of. He can beat the cleverest gauchos at the lasso, and is regarded by them with respectful awe.

Page 512.

When Captain Bruce first visited Matto Grosso, in 1859, he found it very remunerative to barter with the natives. For example, they readily gave a cow-hide for an empty beer bottle.

Page 541.

Guano was discovered by Humboldt in 1802, but only first imported to Europe as an article of trade in 1841. The first exportation of Peruvian guano was 2,881 tons in 1841. It reached 283,000 tons in 1845. The maximum was 353,000 tons in 1858, since which period it has declined one-half. The total shipments to England in 36 years, down to December 1876, reached 5,792,000 tons, representing a value of more than £60 million sterling.

Page 544.

In June 1876 the following republics were defaulters on the London Stock Exchange:—

Bolivia	£1,852,480
Costa Rica	3,775,922
Ecuador	1,988,160
Honduras	7,409,189

Mexico	37,294,380
Paraguay	1,836,588
Peru	35,591,599
Santo Domingo	907,161
Uruguay	3,354,678
Venezuela.....	9,444,662

Page 549.

There is also a Jewish Benevolent Society in Buenos Ayres, founded some seven years ago. The actual President is Mr. S. Auerbach, and the Society comprises members from various countries in Europe, and from Algiers.

Page 557.

The first English races at Buenos Ayres are reported in the *British Packet* of November 1826 :—

Nov. 6th. Buenos Ayres Race Club Meeting at Barracas sands. Ten horses ran, viz :—

- Mr. Miller's 'Gustavus.'
- " Buggeln's 'Hit or Miss.'
- " Lockhart's 'Teazle.'
- " Dick's 'Espartillar.'
- " Whitfield's 'Shamrock.'
- " John's 'Baron.'
- " Pouser's 'Integrity.'
- " Douglas's 'St. George.'
- " Duguid's 'Bob.'
- " Harratt's 'Yorkshireman.'

'Shamrock' won easy; 'Baron' was second, and 'Teazle' third, in the first heat; and 'St. George' second, and 'Integrity' third, in the second heat. The betting was 3 to 1 on 'Shamrock,' against 'St. George' and 'Baron;' 10 to 1 against 'Teazle,' and 6 to 1 against the others.

A pony race for \$1,000 ensued, in which Mr. Booth's 'Bubble' beat Mr. Fisher's 'Hocus Pocus,' after which he beat Mr. Willer's 'Dreadnought' in a race of 900 yards.

Page 560.

There is a British Library at Rio Janeyro, over fifty years old, which receives new works monthly from England. It has been recently moved into spacious premises at 48 Rua Ouvidor; Manager, R. L. Hyde; Treasurer, H. K. Brodie.

Page 574.

Mr. Cook was the first English printer, and Mr. Hallett, an American, was editor of the *Gaceta Mercantil*.

Page 578.

The *British Packet* first appeared on August 4th, 1826, with the motto "Pro Bono Publico." The first number contains a spirited account of Brown's engagement with the blockading squadron of Brazil, on July 30th, in front of the city. The subscription was one dollar (then 33 pence) per month, say 8d., each paper. It was printed at the office of Jones & Co., 17 Calle Peru, on foolscap sheet.

Page 583.

The foreign trade of Buenos Ayres varied from 202 arrivals in 1821 to 312 in 1824. In the first year the English vessels were three times as numerous as the American, but in 1824 those carrying United States flag were thirty-three more than British, the chief trade from New York being in flour.

Page 592.

The exportation of Chilian copper to England in 1875 exceeded £3 millions sterling in value.

OMISSIONS.

Page 24.

Tigers were so common near Buenos Ayres in the 16th century that they attacked Garay's people whenever they ventured outside the fort.

Page 31.

Cabeza de Vaca in his expedition to the Pampas in search of the City of the Cesars, in 1560, was accompanied by an Englishman named Martin Benson, of great valor, who killed a Cacique and routed the Indians, 8,000 in number; see De Angelis.

Page 36.

Mr. John Rankin wrote a book to prove that the Mongols conquered Peru in the 12th century, which might explain the sun-worship and the other Asiatic customs of the Incas.

Page 52.

When Wafer the buccaneer landed at Bermejo, in Peru, in 1687, he found the bodies of men, women and children upon the shore, who had buried themselves alive on the murder of Atahualpa by Pizarro, 133 years before. The men still grasped broken bows, and the women had spinning-wheels with some cotton-yarn on them. In like manner in the Andes it is not uncommon for travellers to find mules that are over 100 years dead, apparently plump and fresh, but light as cork.

Page 85.

The Indians had a strange custom of cutting off a finger when a friend died.

Page 104.

Major Gillespie states that when he was a prisoner at Cordoba in 1806 nothing could exceed the affectionate remembrances which the inhabitants preserved of the Jesuits, expelled 40 years before.

Page 141.

Buenos Ayres was not the first to rise against Spain. The revolt of Caracas was a month earlier, in April 1810: see Walton's 'Spanish Republics.'

Page 142.

A special mission was sent from Buenos Ayres in 1815 to wait upon Lord Strangford at Rio Janeyro and solicit the protection of Great Britain. Lord Strangford had received instructions to refuse any such advances.

Page 184.

This is probably the same Col. Isaac Thompson, a native of Chile, who was made commander of the Fort of Buenos Ayres in March 1829.

Page 277.

McGregor formed a kingdom for himself on Amelia Island, but was expelled by United States forces in 1819: see 'Voyage of the Two Friends.'

Page 284.

There was also a Captain Chamberlain, one of Gen. Bolivar's staff Aides-de-Camp.

Page 298.

Gen. Holstein mentions an anecdote of Gen. Paez. Among the prisoners taken after a combat was a handsome young Spanish

officer, who, on being ordered for execution, begged Paez to forward his watch to his mother in Spain. Paez asked him why he had not escaped from the field, whereupon the officer replied that his horse was tired. Ordering one of his staff to supply a fresh horse for the captive, Gen. Paez said, "I will give you a chance for your life." He allowed him 200 yards start, but quickly overtook him. The General, who was the best horseman of the Llanos, generously bade the Spaniard exchange horses, the General mounting that of the officer. At first the latter distanced his pursuer, but he was overtaken after a hot chase, the General instantly transfixing him to the ground with his lance.

Page 325.

George MacFarlane started a house at Buenos Ayres in 1810, and another at Rio Janeyro. He was killed by a fall from his horse, resulting in lockjaw from injury to his thumb, in January 1829.

Page 334.

Among the friends of literature who subscribed in 1836 for the publication of De Angelis's work I find the names of Dr. Gordon, Cordoba; Richard Hughes, Montevideo; and Messrs. Ricardo O'Shee, Gowland, Black, Tayleur, Carlisle, Dorr, Puddicombe, Ford, Hallet, Parker, D. Fleming, Davison, and Drs. Oughan and Morrison.

Page 362.

Southey's charming Tale of Paraguay was published in 1825. He speaks very kindly of Father Dobrizhoffer, who was banished with the other Jesuits, and died at Vienna in 1791. Maria Theresa loved to talk with him about Paraguay.

Page 363.

In July 1830 died at Buenos Ayres an Englishman named William Petty, who had been released from Paraguay in 1825, after a captivity of many years.

Page 385.

The first relations between United States and the River Plate were opened by Commissioners Rodney, Graham, and Bland, who came to Buenos Ayres in Feb. 1818, with their Secretary, Mr. Brackenridge, and were presented to the Governor by Mr. Loyd Halsey. On their return to Washington they published a favorable report, and Mr. Brackenridge printed an account of his travels, at Baltimore, in 1818.

Page 403.

Almost simultaneous with the Monte Grande Colony was that of Mr. Beaumont, intended for Entre Rios, which proved such a miscarriage that the colony was never fairly established, and Mr. Beaumont (after much ill-treatment from the authorities) returned to England a ruined man. Some Irishmen of this colony settled near San Pedro, on the Paraná, about 1828.

Page 404.

The Cathedral doors at Buenos Ayres were made by Mr. Fulton, a Scotch carpenter and cabinet-maker.

Page 448.

Unfavorable accounts of the South American mines had been previously published by Helms and Trevithick. The first-named was Director of Mines at Cracow, and sent from Cadiz by the King of Spain in 1789 to report on the mines in this continent.

Captain Andrews published in London, in 1827, an account of his visit to Cordoba, Tucuman, Potosi and Coquimbo (1825-26) for the Peruvian Mining Co.

Page 459.

Condors have been known even to pick up children and carry them off as their prey.

Page 463.

The abundance of turtle-eggs is incredible; the number annually laid in one particular spot being calculated at 33 millions.

Page 465.

Humboldt mentions seeing a negress 143 years old, who had been ninety years married. Her grandson, an old man, said, "I keep her alive by holding her to the sun."

Page 469.

Other books of travel may be consulted, such as—
 W. B. Stevenson's *Twenty Years in Peru and Colombia*, 1825.
 G. F. Mathison's *Travels in Brazil and Chile*, 1825.
 Mrs. Williams on *Humbolt's Travels*, 1826.
 Whittle and Lawrie's *Coasts of Brazil*, 1817.
 Major Gillespie's *Buenos Ayres and Provinces*, 1819.
 Robert Semple's *Journeys through Caracas*, 1812.
 Henderson's *Empire of Brazil*, 1821.
 Capt. Weddell's *Cape Horn and South Atlantic surveys*, 1825.
 Robert Procter's *Across the Andes to Lima*, 1825.

Capt. C. Cochrane's travels in Colombia, 1825.
Chesterton's Campaigns in Venezuela, 1820.
Col. Hamilton's Tour through Colombia, 1827.
Beaumont's Travels in Buenos Ayres, 1828.
Wilson's Travels in South America, 1796.
Pinkerton's Travels, 1808.

Page 472.

An Indian girl, says Humboldt, being seized by a crocodile, had the coolness to plunge her fingers into the monster's eyes, and compelled him to release her.

Page 476.

Fig-trees with a trunk 22 feet diameter were found by Humboldt in Venezuela. The same distinguished traveller mentions rocks that gave forth musical sounds, caused by the difference of temperature between the subterranean and the external air.

Page 474.

Darwin mentions the capture of four Indian scouts by Gen. Rosas. Only one would consent to tell where his tribe was encamped, and on condition that Rosas first put his comrades to death. When the three were executed the survivor said, "You may now cut my throat also, for I shall never tell you anything."

Page 479.

William Bollaert was employed in the Tarapacá mines, Peru in 1826, and his maps of that country were published by the Royal Geographical Society. He again visited South America in 1851, and explored Tierra del Fuego, in search of gold or copper mines. In 1860 he published his work on the antiquities and ethnology of Peru, Chile and Ecuador.

Page 483.

Captain Weddell shews that the Aurora Islands, discovered by the Spanish war-brig *Atrevida* in 1796, were merely icebergs.

Page 487.

The Challenger's voyage was ill-fated throughout: she had hardly reached the Falklands when Lieut. Clive was drowned (1834).

Page 504.

The first project of a railway across the Isthmus of Panamá was by the Royal Mail Co., which sent Captain Liot in 1844 to make the surveys. Cold water was effectually thrown on the

scheme by the British Government, which, therefore, enabled the American citizen Aspinwall to carry it out a few years later.

Page 535.

In May 1814 Bolivar sent Col. John Robertson to London to ask for a loan, but the Colonel's health broke down on the voyage, compelling him to return.

Page 560.

Caracas has frequently suffered from earthquakes, but the worst was on Maunday Thursday of 1812, when 10,000 citizens perished.

I N D E X.

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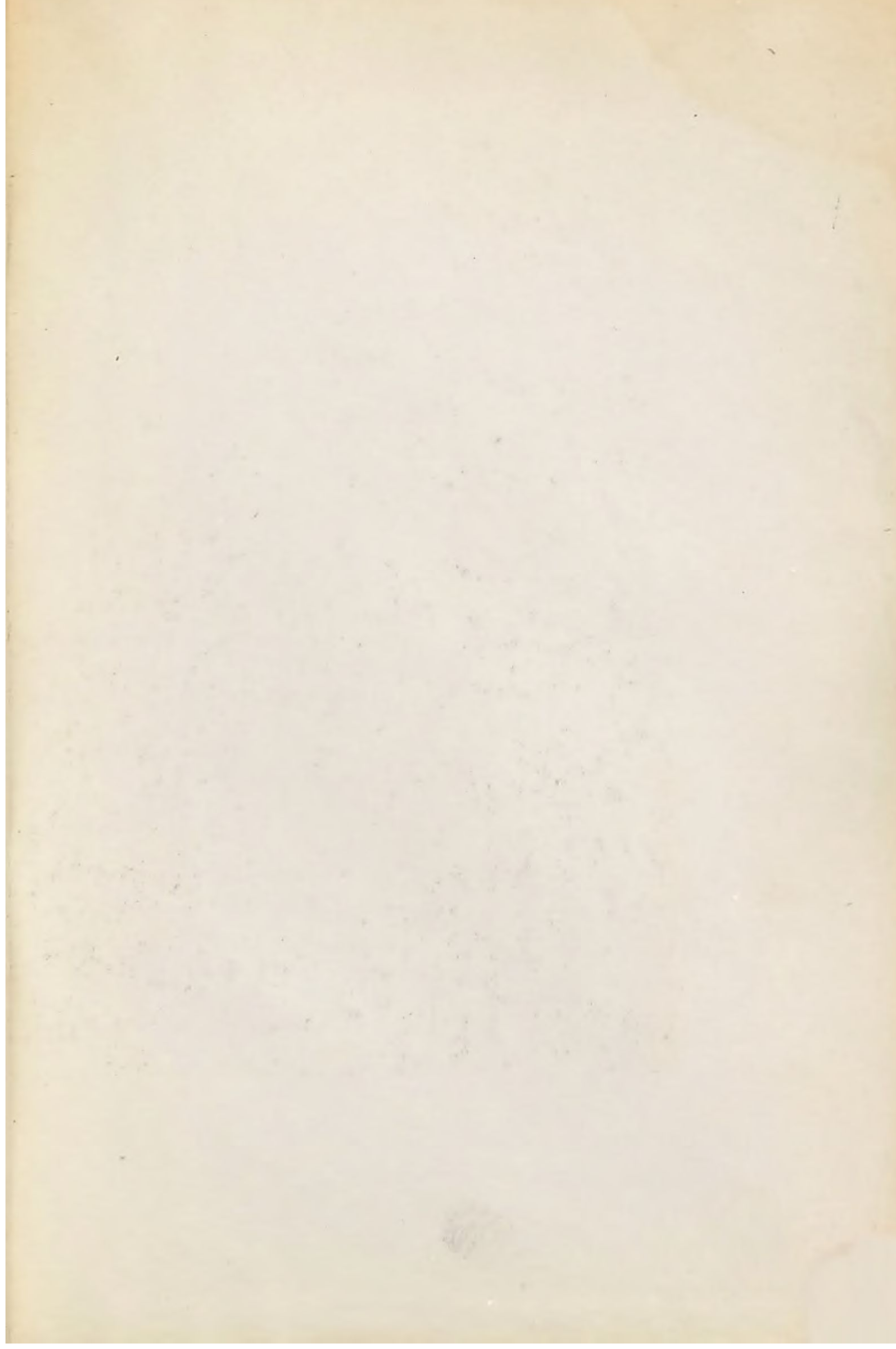
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